

DEW



SIX

"Consider your car. When you bought it, it represented the very finest product of automotive science and craft. It was the proven champion motor car of the world and who could conceive an improvement? Since that time, there have been improvements in this very car by its own builders. Free Wheeling—something that never entered our minds a year ago—is now here and we can only say that it has come as a result of constant research and striving toward betterment. You find an answer."

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

No. 27,982. HONG KONG, THURSDAY, DECEMBER 17, 1931. PRICE \$3.00 Per Month.

UNITED STATES TRADE RETURNS.

Large Drops in Exports and Imports.
11 MONTHS' SURVEY.

New York, Yesterday. Drops of more than a milliard dollars in exports, and nine hundred million dollars in imports are revealed in the figures of the foreign trade of the United States for the past eleven months. Balance of trade, however, is still considerably in America's favour, as the surplus of exports for November is forty-three million dollars, and for the eleven months three hundred million dollars.—Reuter.

LOCAL SHARE MARKET.

No Material Change This Morning.

STILL STEADY.

The official summary issued by the Stock Exchange today states: There is no material change in the rates this morning, the market being quietly steady.

Sales.

Wharves, \$154.
Hotels (old), \$15.
Trams, \$21/\$21.10.
Lane, Crawford's (old), \$6.60.
Providents (old), \$5.14.
Dairy Farms, \$29.20.
Humphreys (old), \$18.
H.K. Amusements, \$19.90.

Buyers.

Hotels (old), \$14.80.
Raubs, \$42.
Humphreys (old), \$18.
H.K. Electric, \$78.
Trams, \$20.90.
Chinese Estates, \$95.
Canton Ice, \$5.14.
Dairy Farms, \$28.34.
Entertainments (new), \$16.
H.K. Lands, \$80.
Providents (old), \$5.15.
Providents (new), \$2.35.
Ewes, \$15.14.
Peak Trams (new), \$7.14.
Telephones (part paid), \$25.14.
Cements (combined), \$18.90.
H.K. Amusements, \$19.90.
H.K. Government Loan, \$2.14 per cent premium.

Sellers.

Ewes, \$15.90.
S.C. Enterprises, \$10.
China Lights, \$27.60.

ANOTHER ANTI-DUMPING ORDER.

London, Yesterday. The Board of Trade's third anti-dumping order is expected to be issued to-night. It is reported that it will, probably, include a duty on foreign cotton goods.—Reuter.

SHIP'S OFFICER LOCATED.

Fears as to the safety of Mr. D. F. Fairfax, Chief Officer of the s.s. On Lee (who was yesterday reported by Captain Mitchell as having been missing since Saturday) have been allayed.

Mr. Fairfax, who is not a Scotsman, was located in the centre of the city yesterday, thus removing the anxiety over a possibility that he might have fallen into the sea on coming ashore on Saturday.

KIANGSU - TOKOOKA MARU CASE.

Arising Out of a Collision.
\$80,000 CLAIMS.

The action, involving over \$80,000 in all, brought by Butterfield Swire and Co., against the Nippon Yusen Kaisha, and vice versa, arising out of a collision between the s.s. Kiangsu (B. & S.) and the s.s. Tokooka Maru (N.Y.K.) in Hong Kong harbour on March 23 last, was resumed in Admiralty Jurisdiction in the Supreme Court before the Chief Justice (Sir Joseph Kemp, K.C.) with the Hon. Comdr. G. H. Hole, R.N.-(Retd.) (Harbour master as Assessor).

The China Navigation Co. are represented by Mr. Eldon Potter K.C., and Mr. F. C. Jenkin, K.C. (instructed by Messrs. Johnson, Stokes and Master), while the N.Y.K. are represented by Mr. H. G. Sheldon (instructed by Messrs. Hastings, Dennis and Bowley).

Mr. Eldon Potter, K.C., continuing his opening address, said that when the Court rose yesterday, his Lordship may have been misled by the argument concerning the weight of an anchor, in regard to the way of a steamer. He remarked that when the anchor touched the ground, which was a matter of seconds at the most, it would at once begin to work in the sense of effecting a check on the way of the ship.

That was obvious, and the point was one of importance. He said that if the Japanese Captain had dropped both anchors, when he altered his course to N.E., there would have been no collision. It was in his submission, that it was clear in law that the Japanese Captain was solely liable. The collision could have been avoided if the N.Y.K. steamer's master had taken proper steps and exercised ordinary precautions. (He would maintain this to the end. Mr. Potter also contended that the Japanese Captain knew he was doing something unjustified, in that he was crossing the path of an inward bound ship.

Counsel then dealt with the case against the s.s. Kiangsu. It was alleged against them that they were going at an excessive speed. It was foggy. What was their position? At 7.45 the engines of the Kiangsu were put at dead slow, and so continued until just before the collision. His Lordship, said Counsel, also knew that their course was altered to N.W. by West with the object of taking the Kiangsu over to the starboard side of the fairway. In coming to a conclusion as to whether they were going at a proper speed or not, it must be remembered that there were a number of elementary conditions that had to be taken into consideration.

Mr. Potter asked his Lordship to bear in mind that at this time, the ship was not at sea, in a fog, and with its position uncertain, with ships all around it, and in a place where ships are not compelled by any rule of the road to keep in any particular course. That was his first point. He submitted that the Kiangsu's position at 7.45 was vitally important, because then Captain Ritchie knew exactly where he was.

Counsel's second point was that Captain Ritchie was in a fairway, where he knew that it was the duty of inward and outward bound steamers to keep to a proper course. In law, Captain Ritchie was entitled to assume that the Tokooka Maru was keeping the rule of the road.

Mr. Potter's third point was that there was nothing in front or behind the Kiangsu on the starboard side, with which Captain Ritchie may be concerned.

Fourthly, Captain Ritchie was in a fairway, a place of water, where he could never anticipate that he would find an outward bound ship on the northern side of the fairway, where he eventually found the

U. S. GOLD HEAP.

YET MOUNTING HIGHER.

"YELLOW PERIL" LATEST STOCK RETURNS.

Washington, Yesterday. United States' stocks of gold are actually increasing. Figures for the eleven months ended November 30 show:—
Imports \$522,000,000.
Exports \$434,000,000.
—Reuter's American Service.

WELDING OF THE EMPIRE.

The Coming Ottawa Conference.

ITS OPPORTUNITIES.

Rugby, Yesterday. Major Colville, Secretary to the Department of Overseas Trade, at Sheffield, referring to measures for correcting the adverse trade balance said that tariff duties must not be regarded as unalterable. Their incidence and continuance must be justified by the test of efficient production for home and export markets.

Dealing with the approaching Ottawa Conference, he said Government would attend with eager minds and ready hands. He hoped the opportunity would be taken to weld the Empire together on economic lines. If the Empire combined on a common trade policy world competition in export trade could be faced with confidence.—British Wireless Service.

THE GIANT CUNARDER.

Rugby, Yesterday. The Directors of the Cunard Steamship Company to-day considered in private the recent decision to suspend work on the giant liner.

The Chairman subsequently reported he had received no request to meet Government and for the moment there was no fresh news to report.—British Wireless Service.

N.Y.K. ship. In law, Capt. Ritchie was not bound to anticipate that. Lastly, there was the current. Counsel submitted that on the evidence, and in this regard he asked his Lordship to look at the chart before him, that Captain Ritchie, having heard a fog signal on the port bow came to the only conclusion, which the master of an inward bound ship could come to in the circumstances of the case, that that was the whistle of an outward bound ship. The decisive fact of the case was not so much the hearing of the whistle on the port bow but that that was the whistle of an outward bound steamer. No sane captain of a ship would cross a fairway in a fog. The whistle bearing could only give an approximate position.

After further contentions, Mr. Potter pointed out that if the Court was satisfied that Capt. Ritchie was justified, that on hearing the whistle he knew the ship to be outward bound, then the case would end there.

Mr. F. C. Jenkin, K.C., then read Captain Ritchie's evidence, in full, and the cross-examination was read by Mr. H. G. Sheldon.

The case is proceeding.

ANOTHER BRITISH GESTURE.

Suspend Naval Building Programme.
DAILY HERALD SAYS SO.

London, Yesterday. Government is considering the suspension of the whole British naval building programme, with the exception of submarines, according to the Daily Herald. This paper says the question is now being considered by the Cabinet's sub-committee, and if decided upon suspension will be temporary and contingent upon the progress made at the forthcoming Disarmament Conference to be held in February. It is hoped such suspension will give the British delegation at the Conference a strong weapon in pressing for European naval and military reductions. If the Conference results are satisfactory, suspension could be made permanent.

It is recalled that Mr. C. B. Alexander, in introducing the Naval Estimates in March, declared that if further progress in agreed reductions were made at the Disarmament Conference, the Government would be able to cancel, postpone, or vary different items.

Apart from the effect of the Disarmament Conference, Naval suspension will mean a saving probably of several millions sterling.

It is understood that Mr. Neville Chamberlain is strongly supporting the idea. The ships concerned were provided in the programme announced last March and would normally have commenced in February. They comprise two 7,000 and one 5,000-ton armoured cruisers, one flotilla leader, light destroyers, four sloops, one gunboat, and two auxiliary vessels.

if you are busy, glean the news of the day from the back page, where you will find it conveniently summarised for you.

RIDDING BRITAIN OF SMOKE.

New Coal Process to Be Developed.
SALERVI SYSTEM.

Rugby, Yesterday. Sir Eric Hambro, at a luncheon in honour of Commendatore Piero Salervi, who has developed a process for low temperature carbonisation of coal, expressed his confidence. In the Salervi system. He said he had decided himself to shoulder the responsibility for provision of initial funds for the development of the system, which promised not only to restore prosperity to the British Mining Industry, but to rid the country of smoke, and create a home supply of oil and motor fuel's.—British Wireless Service.

SIAM AND BRITAIN ON THE PHONE.

Rugby, Yesterday. The Postmaster-General announces that from to-morrow telephone service will be available from all parts of Great Britain and Northern Ireland to Siam, the route being by wire to Berlin and thence by wireless to Bangkok.—British Wireless Service.

CABINET BUSY AT WORK.

Rugby, Yesterday. The Prime Minister presided to-day at two meetings of the Cabinet, when the survey of current problems, begun last Monday, was completed. Many difficult points, requiring more prolonged consideration, have been referred to committees, which will sit during the recess, for reporting no later than January 12, when Members of the Cabinet will reassemble in London.

The Prime Minister leaves London to-morrow night for Looe, where he will spend Christmas.—British Wireless Service.

FRANCO-BRITISH REPARATIONS TALKS.

Rugby, Yesterday. Sir Frederick Leith Ross, of the Treasury, is leaving to-morrow for Paris, where he will exchange views with representatives of the French Government in anticipation of an international Conference on Reparations which may be held after a report has been received from the Special Advisory Committee under the Young Plan now sitting at Basel.

The date and place of the meeting has not yet been fixed.—British Wireless Service.

MR. WINSTON CHURCHILL BETTER.

Rugby, Yesterday. New York reports of a bulletin issued regarding Mr. Winston Churchill records his progress as most favourable. Symptoms of pleurisy have improved. Wounds are healing well, and Mr. Churchill is suffering much less pain.—British Wireless Service.

CONGRATULATIONS.

League's Handling of Manchuria Dispute.
M. BRIAND'S REPLY.

Paris, Yesterday. The United States' Ambassador, Mr. Edge, visited M. Briand to-day to offer his Government's congratulations on the success of the League Council's session.

M. Briand replied that he greatly valued American support in so delicate an affair as the Sino-Japanese dispute.—Reuter.

PRINCE OF WALES ON TRAVEL.

TOO LITTLE KNOWN OF THE CHARMS OF BRITAIN

NEED FOR EXTENDED TRAVEL

"TRAVEL & TRADE ARE INTERNATIONAL," SAYS "EMPIRE'S BEST PUBLICIST."

London, Yesterday.

In pursuance of his role as the "Empire's Best Publicist," the Prince of Wales stirringly addressed the annual meeting of the Travel Association of Great Britain and Ireland and declared that too little was known abroad of what the British Isles had to offer. There was too much talk of the financial and industrial difficulties afflicting Britain equally with the rest of the world.

"This is the moment to impress the world that we are alive and mean to go forward again." He extolled the virtues of travel, and said it was "only by free exchange of goods, services, and visits that the world can live in comfort, peace, and mutual understanding." He was glad the Association, in advertising the fact that the British Isles could "present interesting and efficient places," were not overlooking the need of showing to others that Britain had some very great industries, because the adaptation of the old rhyme, at present was very true, namely:

Early to bed, Early to rise,
But you'll soon be burst,
If you don't advertise."
(Laughter and cheers).
—Reuter.



Rugby, Yesterday. At a meeting of the Travel Association, the Prince of Wales said that too little was known of the charm of Britain, while too much was heard of her financial and industrial difficulties which, he regretted, Britain shared with the world.

He emphasised the need for extended travel. If, temporarily, the British people were being dissuaded from travelling abroad for pleasure, as apart from business, foreign countries would realise that this was merely an emergency measure. As soon as the situation became more stabilised, British people would, certainly, go abroad again, just as the Travel Association hoped people in countries and overseas would visit Britain.

"Travel and trade are international," the Prince said, "and it was only by exchanging goods, services, and visits that we can live in comfort peace and mutual understanding. If we always stay at home and try to eke out a livelihood by taking in each others' washing, it will be a precarious livelihood for the whole world."—British Wireless Service.

FILMS AS AID TO EDUCATION.

Rugby, Yesterday. A report of an experiment by the Middlesex Educational Authorities in fifteen schools on the use of special sound films as an aid to teaching, states that, the committee find films arouse and maintain interest, help to develop originality, encourage children to read more widely, enrich personal experience, and correlate the work of the classroom with the life of the world outside.

Talk films, it is stated, bring the greatest benefit to the duller children, achieving a greater awakening of intellectual consciousness than has been achieved by any other means.—British Wireless Service.

MOTORISTS—THIS IS YOUR PAGE

IN SHANGHAI.

Most Cosmopolitan Car City.

Los Angeles, Cal., Oct. 23.
Capt. James E. Snow, of the Marine Corps, who has just returned to duty at the Marine Corps rifle range near La Jolla, on the road to Tinian and Agua Caliente in Old Mexico, has discovered the most cosmopolitan automobile city in the world. It is Shanghai, where for three years Capt. Snow, or Big Jim, as he is known to his friends, was Provost Marshal of the foreign settlement. Being Provost Marshal in Shanghai is a job like chief of traffic Police in any big city.

While attending to these duties Capt. Snow made a study of the number of makes of cars as well as the number of cars registered. The result could probably not be duplicated anywhere else in the world. Out of a total of 5,606 automobiles registered, Capt. Snow found no less than 164 different makes—a greater variety of automobile makes than the average person could guess existed.

"Buick led the registrations," said Capt. Snow, "with 646 cars, or 11½ per cent. of the total. The ten leading makes represented 20 per cent. Of these ten leaders two are of foreign make and the remaining 154 makes each has registered from 1 to 100. One hundred and fifty makes have less than a hundred."

"Every nationality under the sun is represented in the ownership of Buicks. One may see a native Chinaman being driven around the narrow streets of Shanghai as well as an Afghan potentate in the latest model Buick limousine. Buicks of undetermined vintage, but still going strong, serenely wind their way among the crooked thoroughfares of the native section of the city.

"In contrast to the familiar name Buick, are the names of over a hundred cars which the average American hasn't even heard of. I had the names and the number registered

of all these cars printed in the Shanghai Municipal Gazette. Here are the rankings of the most important:

Buick, 646; Ford, 482; Chevrolet, 375; Fiat, 317; Studebaker, 316; Morris-C, 280; Austin, 243; Dodge, 215; Nash, 213; Essex, 193; M.Oxford, 185; Citroen, 178; Whippet, 161; Hupmobile, 155; Chrysler, 128; Rugby, 92; Standard, 91; Erskine, 87; Overland, 85; Renault, 83; Oldsmobile, 72; Pontiac, 58."

"All other makes had from 1 to 49 cars registered."

"Wherever you go, it's Buick you see most of, and I've been in all parts of China, Japan, Nicaragua, the Philippines, Guam, Haiti and San Domingo. Do you know that Sandino, the Nicaraguan Bandit, uses a Buick for his personal car when not in the hills?"

"When you remember that there is a tax of 30 per cent. placed equally on the value of all cars in Shanghai, no matter of what make or from what country, you can realise just what a position Buick has attained."

MOTOR CAR SPEEDS.

Rough roads and steep hills offer no obstacles to modern automobiles and now the problem of crossing water is in a fair way of being solved, according to despatches from Germany.

Emil Gross, a young mechanic who lives in Berlin, has evolved an idea which may convert the motor car into an amphibious vehicle. He has demonstrated that with the special equipment he has constructed, an automobile can be converted into a seagoing hack in fifteen minutes.

At a recent test in Germany, a Chevrolet touring car was used for the experiment. Gross won applause from the crowds of spectators who saw him drive his Chevrolet through the water almost as easily as a motor-boat.

An inflated cushion at the front and one at the rear of the car and two inflated pontoons, one on each side of the body, were utilised to keep the vehicle afloat. The car was driven exactly the same as on land.

DE LUXE PLANE.

Shipped from Boston to Manchester.

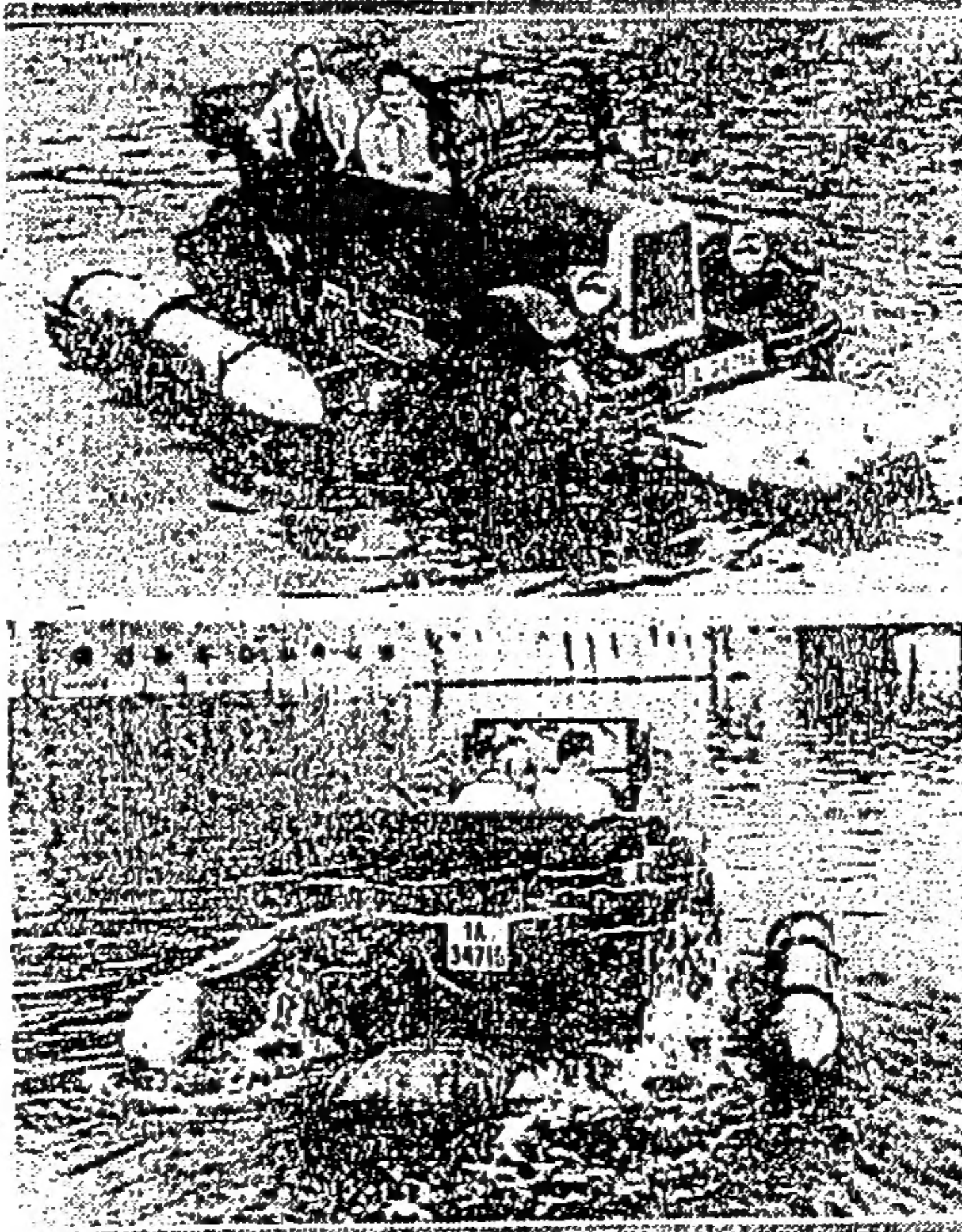
The most luxurious de luxe trimotor club plane yet turned out by the Ford Motor Company aeroplane factory at Ford Airport, Dearborn, Mich., has just been shipped from Boston on an Oriole Line freighter to Manchester, England, for display by pilots of Ford Motor Company, Ltd., in Great Britain and on the Continent.

The club interior of the plane is finished in rich browns, greens and tans, the lower wall panels being of oriental walnut, with a decorative seize of British hunting scenes against a tan coloured background. Walnut panels between the windows are set off with a riding crop and horn against a similar background, while the relief panels on either side of the forward wall of the passenger compartment drapes of ecrú harmonise with the other fittings.

The six club-type reclining chairs and a divan accommodating three persons are upholstered in dark green colonial grain leather. Lamps shaded with crystal glass light the cabin for reading, one lamp being fitted above each seat. Other interior fittings include an electric fan and a cupboard built into the forward wall of the luggage compartment which is located just to the rear of the passenger compartment. A lavatory, fully equipped, is reached by a door opening out of the cabin, adjoining the luggage space.

The plane is of the high speed type, with high wing which allows full head room throughout the cabin. Each of the three Wasp engines is fitted with an electric inertia starter. Other equipment includes an aperiodic compass. Compartments are installed in the wings for carrying 1,600 pounds of luggage. The plane has large auxiliary gasoline tanks to permit long aerial tours.

A SEA-GOING CHEVROLET



Emil Gross of Berlin, Germany, testing his invention on a Chevrolet. By means of pontoons and two inflated cushions, any car can be converted into a sea-going conveyance in fifteen minutes. This Chevrolet is driven just the same as though it were on land.

A 'YARD-STICK.'

The motor trade has long sought a "yard-stick" by which it might determine the "life expectancy" of the average motor-car. Obviously, conditions of operation and use vary so materially in the different countries that no completely accurate estimate can be given. However, in early 1931, efforts to arrive at this figure have been made in both the United States and Great Britain and, surprisingly enough, the evidence is that car life is practically the same in the two countries. The American compilation was made by the National Automobile Chamber of Commerce, of New York, based on annual registrations, scrappages

and increases in total operation figures. The British estimate was made by the magazine Motor Commerce, of London, the British motor trade authority, on similar information covering Great Britain. The two compilations were made entirely independently and, of course, refer to conditions and cars of these two countries. Strikingly enough, there has been a reduction in the annual life of the automobiles in each country, although far less pronounced in the United States than in Great Britain.

No attempt can be made, without more complete information than is now available, to ascertain the life span of cars in other countries. However, upon information compiled

by Automovil Americano, the average life of an automobile in Argentina appears to approximate seven years. This deduction is based on the fact that in the seven years from 1924 to 1930, inclusive, imports of automobiles into Argentina totaled 417,087 cars and trucks and that operation on January 1, 1931, throughout the Republic, was 387,864 automobiles of all types. While this deduction is not conclusive, it corroborates the American experience that automobiles live nearly seven years. Intricate calculations of yearly scrapage, registration increases, etc., were necessary to arrive at the results reported in both Great Britain and the United States. Space does not permit of reproduction of these calculations here but, as shown by these two sources, the statistical base of the contention that car life averages about seven years in each country, appears conclusive.

When having their cars lubricated, owners should check to see that all points are greased or oiled. Oldsmobile service men advise. If any places are neglected trouble is likely to result. The places to be lubricated are: all Alemite fittings, water pump, rear U-joint, steering gear, springs, generator, starter, distributor, clutch and brake pedals, floor checks and locks, head hinges and fasteners, rear axle and transmission.

During warm weather it is wise to have the car battery checked at more frequent intervals. Oldsmobile service men advise. The water in the battery evaporates faster in the summer than in the winter and unless replenished frequently, the battery is in danger.

PIKE'S PEAK RACE.

Another Win by Willys "Six."

Racing over the historic Pike's Peak route from Crystal Creek Canyon to the heights of Pike's Peak, a stock Willys "six" roadster, has again captured the annual mountain climb. This race, known as America's greatest hill climbing classic, made history, for the Willys "six" repeated its performance of last year and won first and second places in the stock-car race.

In this test the Willys "six" made the thrilling 12.1/3 mile dash up the steep sides of the mountain with its 203 curves, in the remarkable time of 25 minutes, 9½ seconds. The race was under supervision of the A.A.A.

Thousands of spectators lined the course to witness this thirteenth renewal of the famous race, which imposes the most strenuous demand on driver and engine. The fact that the cars are constantly climbing from the moment they leave the starting point at Crystal Creek Canyon, on up above the timber line, and the ever-changing altitude, tests to the fullest extent the efficiency of steady power development and brings reward to a car soundly engineered, and defeat to one less perfect.

By virtue of this victory the Penrose Trophy remains in the possession of Willys-Overland for another year.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
BUICK.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 83, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.
MICHELIN TYRES.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Manufacturers' Big Laboratory.

Playing an important part in the choice of proper materials, the chemical laboratory of the Hupp Motor Car Corporation in reality serves as a protection to the hundreds of thousands of owners through a myriad of tests on materials.

Hupp's million dollar engineering building houses one of the most complete chemical laboratories to be found in the automobile industry. A nationally known metallurgist and chemist is in charge of the laboratory which was designed for the exhaustive testing of raw and finished materials entering into the production of Hupp mobile cars.

There is an infinite variety of Hupp mobile's chemical testing laboratory. In fact, any chemical engineer would find himself completely at home among the hundreds of test tubes, Bunsen burners, beakers, litmus papers, acids, electrodes and other stock equipment. And the functions of all this equipment are just as varied.

Tests All Material. For example, chips are taken from every shipment of steel, brass, aluminium, cast iron, copper and other metals. These test chips are numbered and recorded, together with the dates of shipment, for future reference. Each one is then analyzed, and this analytical record is also kept, so that Hupp mobile has a day to day, month to month and year to year record of the content and qualifications of all material shipments to its five great plants. Thus the company controls, at the source, the kind of raw material that goes into its cars.

The fabrics that are used for tops and top linings, seat coverings, body linings, packing and in numerous other parts are tested for tensile strength, correct weave, wearing qualities, fastness of colours and their durability under prolonged illumination of unusual strength which is, in effect, concentrated sunlight. Certain materials, such as top fabrics that are exposed to the elements are likewise submerged in water for definite periods to determine their ability to withstand rain and other moisture.

Paints and Lacquers Tested Too. Even the various paints and lacquers used are meticulously tested, and subjected to weather and erosion tests, not to mention heat and cold extremes.

Petrols are constantly being tested to determine their starting capacity and their efficiency under widely varying temperature conditions. Engine oils and other lubricants are likewise subjected to numerous tests, including the use of a specially developed electric refrigerator and a cold room in which engines may be operated in either Summer heat to Winter's temperatures within a few hours time. Tests are now being conducted on the corrosive effects of several types of radiator compounds now being sold on the market as contrasted with the destructive effects of ordinary tap water.

There is scarcely a chemical test devised for metals, fabrics and other materials that cannot be quickly and easily duplicated in this great laboratory. So efficient has this department become that many other trades and industries have sent specialists to Hupp mobile to inspect this chemical laboratory.

Through the thousands of tests

made each year, through the day to day record of these tests on raw materials and finished units, and through the elimination of unsatisfactory materials, Hupp mobile has paved the way for satisfied ownership. Every beaker that is filled, every test tube that is heated, and every analysis made is assurance of the continued high quality which has coined for Hupp mobile its phrase: "We Believe Hupp mobile to be the Best Car of its Class in the World."

NOTES AND NEWS.

It was announced at Birmingham three weeks ago by Singer and Co., Ltd., the motor-car manufacturers, that the number of their employees had recently increased by nearly 1,000, and is still increasing. During September the number of cars sold was 120 per cent. greater than in the same month last year, while for the first week in October the increase was 25 per cent. The wages bill has gone up several thousand pounds.

The Riley "9" now holds the following international records:

50 kilometres	108.90 m.p.h.
50 miles	108.39 m.p.h.
100 kilometres	108.06 m.p.h.
100 miles	108.05 m.p.h.
1 hour	108.11 m.p.h.
200 kilometres	102.28 m.p.h.
2,000 kilometres	66.82 m.p.h.
3,000 kilometres	65.78 m.p.h.
4,000 kilometres	64.85 m.p.h.
1,000 miles	67.80 m.p.h.
2,000 miles	65.54 m.p.h.
24 hours	66.63 m.p.h.

Apart from the difficulties normally associated with the maintenance of such high average speeds in a comparatively small car, Eyston, in securing the first six of these, had to contend with unkindly elements. A thunderstorm visited Monthery during the progress of the run, and heavy rain fell throughout its duration. In his report to the Riley Co., Eyston states that the engine functioned perfectly throughout, and was revving in excess of 6,000 r.m.p. during the whole run. The performance is the best of all possible tributes to Riley engine design, for it must be borne in mind that the 6,000 r.m.p. were obtained without the benefit of supercharging, and that the engine design is the same as that which permits such a wide margin of efficiency to the ordinary Riley owner-driver.

The New South Wales Police recently "traded in" to the Morris depot in Sydney a Morris-Cowley touring model which had officially recorded 86,000 miles over two years' running. The car remained in excellent condition—a fact which was amply confirmed by an unbiased authority who immediately took it for a week-end run. The three salient points emerging from this expert's report were:—(1) steady cruising speed of 40 m.p.h.; (2) petrol consumption 25.5 m.p.g. (in spite of imperfect adjustment of carburettor and idling speed); (3) oil consumption 742 m.p.g.

Those pessimists who still persistently cry that the small British car is unsuitable for overseas, will be shocked by the news that in New South Wales, at any rate, the type has proved itself most suitable and efficient. During the last twelve months or so one make alone, the Triumph Super-Seven, has won 34 cups and trophies in open contests. Included in the trophies are the Challenge Shield for the 24 hours' Winter trial—the most strenuous in New South Wales

BRITISH PROGRESS.

Cars Finding New Markets.

The present year has seen the British motor industry virtually maintaining, and in some respects extending its successes. The British motor industry has held the position in the home and export markets which, in its particular case, has only been secured by persistent and determined efforts against difficulties which, but a few years ago, appeared to be almost insuperable.

The figures of British motor exports reflect, naturally, the worldwide economic position, but it is gratifying, nevertheless, to be able to report, that they also show that the export position is becoming more stable, and that conditions in one or two important markets can no longer so materially affect the general position.

Entry is slowly but surely being made in markets which were formerly almost, if not entirely, closed to British vehicles.

The following table is an indication of the progress made:—

	Exports to Empire	Exports to rest of World
1922	2,206	835
1924	13,508	2,061
1926	28,951	3,437
1928	26,865	5,575
1930	25,749	4,112

For the seven months, January to July, 1931, the exports of British motor vehicles have amounted in number to 13,905.

In spite of these conditions, there is in almost every direction overseas an increasing desire to satisfy their transport needs by the use of motor vehicles manufactured in Great Britain.

New British Records.

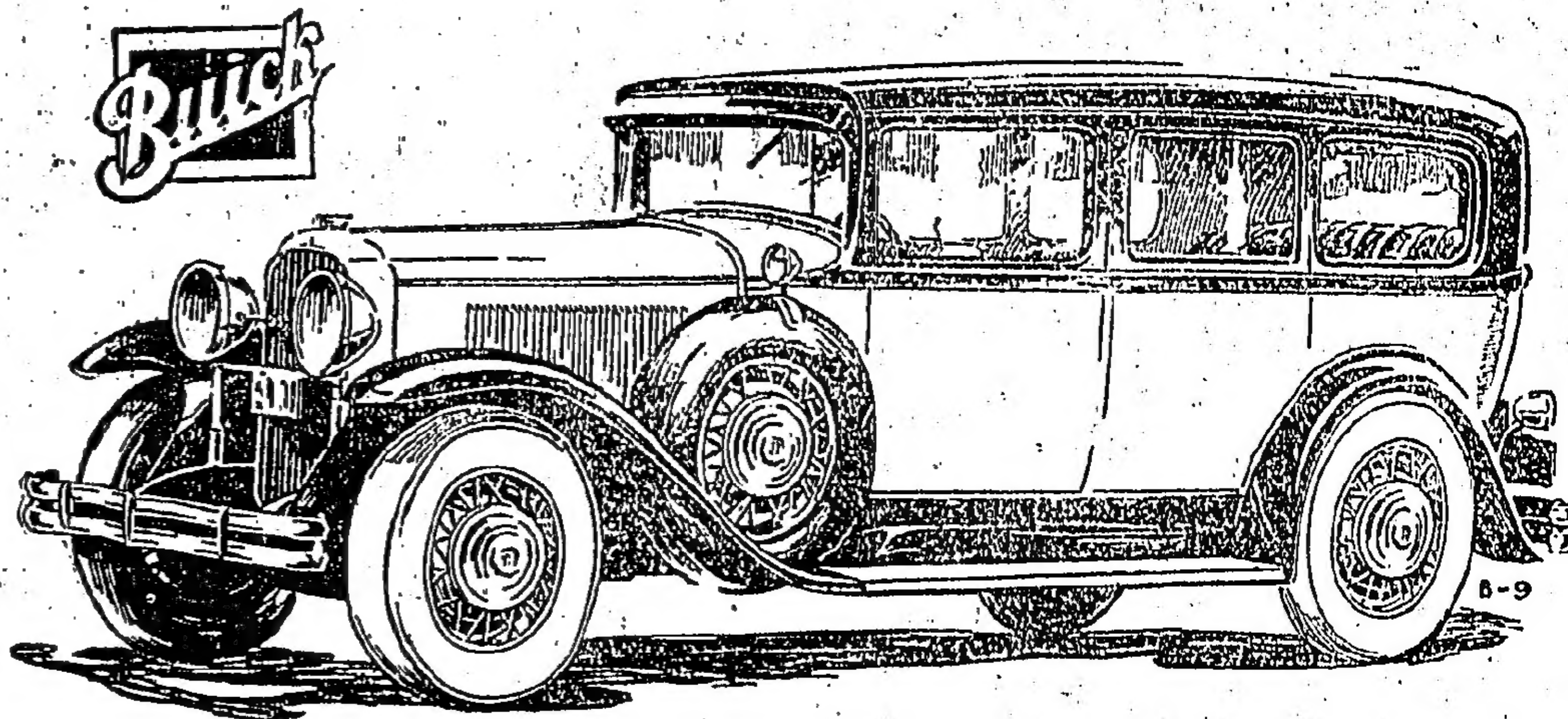
Undoubtedly the most forceful example of this was given by the Rt. Hon. G. W. Forbes, P.C., Prime Minister of New Zealand, who recently said: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from home, but from my own experience I can say that there has been a remarkable change recently, and today there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products."

British cars have, throughout the year, been giving the most convincing proof of their ability to create records, commencing with Sir Malcolm Campbell's success at Daytona, and culminating, to date, with the British successes in the fastest and most spectacular Tourist Trophy Race on the Ards Circuit, near Belfast, when a British light car won at an average speed, for the 360 miles, of 67.90 m.p.h.

Almost each mail brings from overseas further evidence of the increasing interest being shown in British motor vehicles, as the public realises that the virtue of road transport must always ultimately be a matter of economy of operation, and the manufacturers

and the Wakefield Trophy for 1930. The latter is offered annually for the highest aggregate score in ten trials organised by the R.A.C. of Australia, and it was won by the little British car in competition with foreigners of many times the size.

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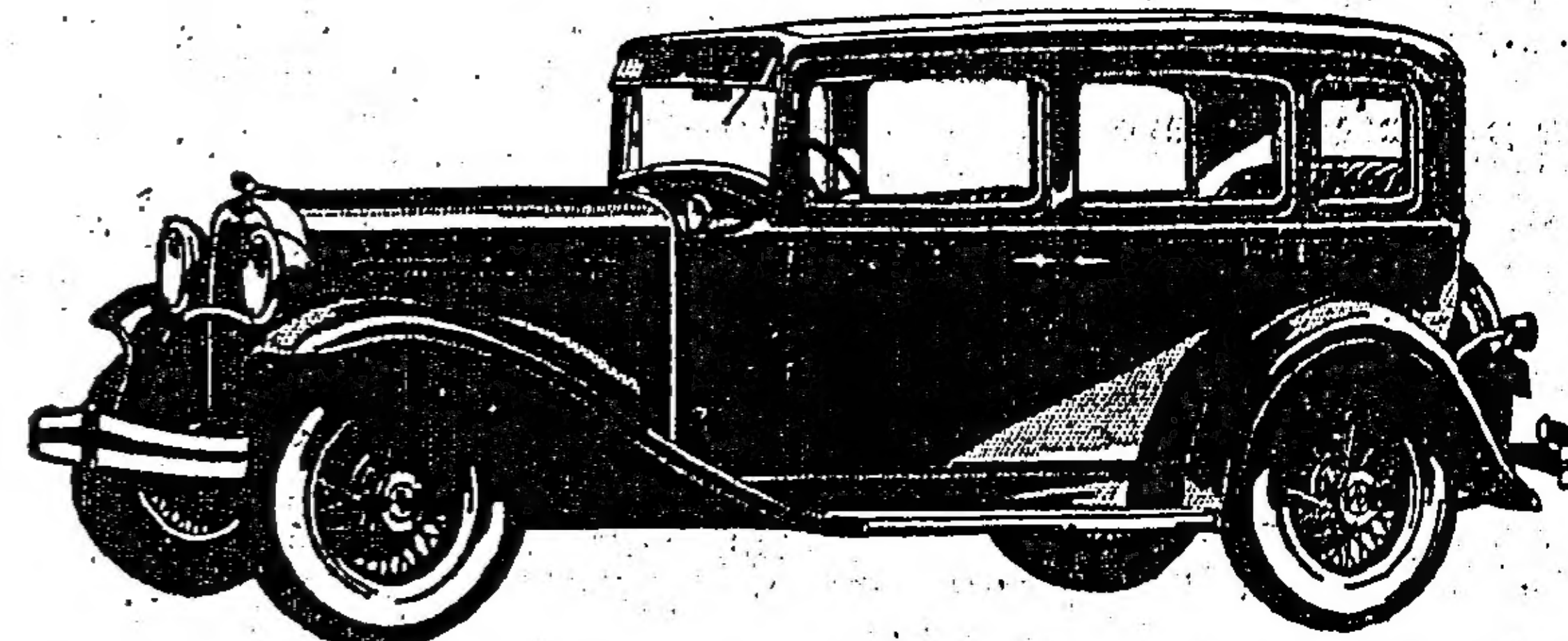
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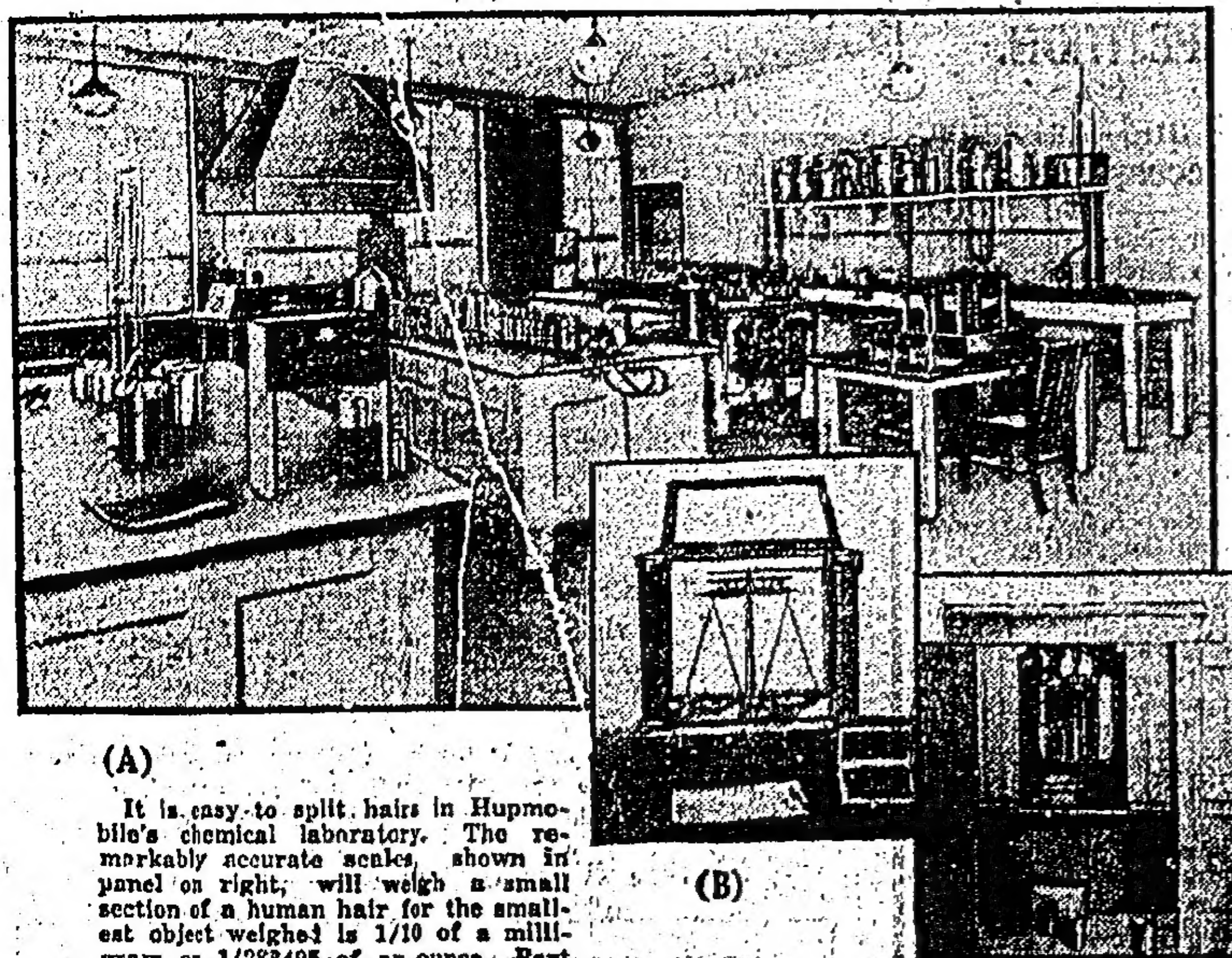
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(B) The lower right inset shows an ordinary electric refrigerator being used to test congealing points of various lubricants.

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WARNER BAXTER
UNA MERKEL

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from the
play by
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CURRENT SPORTING GOSSIP

CLUB "A" REGISTER BIG RUGBY VICTORY.

Argylls' Inexperience
Too Great a Handicap.

A.C. JENKINS IN ACTION.

At Happy Valley yesterday the Club "A" defeated the Argyll and Sutherland Highlanders by three goals, a penalty goal, and a six tries (36 points) to a penalty goal (3 points).

Though completely outplayed, the Argylls are to be congratulated on their debut in local Rugby football. Possessing many players lacking elementary knowledge of the game, they were too severely handicapped to offer any real challenge to a comparatively strong Club fifteen. Once they have grasped the idea of the game, some of the Argylls forwards will have a definite say in the success of the regiment in their games as they possess amazing stamina and require only a few lessons to enable them to use that stamina to the best advantage. It seems that junior Rugby in the Colony is receiving splendid impetus this season, and it all augurs well for a few years hence when Shanghai will have to fight hard to stop a new scoring record at the Valley. The more teams in the field the better it is for Hong Kong.

A. C. Jenkins, who it will be recalled played at left wing three-quarter for Shanghai last February, made his first appearance in a Club fifteen this season. He displayed great initiative and possessing splendid handling abilities he was instrumental in opening up the game for a strong three-quarter line. At fly-half he showed a sound understanding with Black at the base of the scrum and the pair were largely responsible for an unmarked man on the wing during nearly every three-quarter movement.

A detailed description and criticism of the game is hardly warranted on account of the one-sidedness of the encounter, but let it suffice that the progress made by the Argylls will be watched with the keenest interest. H. V. Koop scored half a dozen tries for the Club, whilst G. A. L. Plummer, Y. Segalen and F. C. B. Black scored the remaining three tries. Segalen and Plummer both converted two tries, whilst C. E. Holmes kicked a penalty goal. Lt. Keith Murray scored the only points for the Argylls with a penalty goal.

Result:—
Club "A" 36 points
Argylls 3 points
Club "A"—Y. Segalen; H. V. Koop; G. A. L. Plummer; E. R. Allera; C. E. Holmes; A. C. Jenkins; F. C. B. Black; A. R. Cox; E. R. West; F. M. Hartley; R. Cherrill; W. R. Andrews; J. S. Lee; F. A. Merry; and F. G. Nigel.
Argylls—Lt. Dunlop; Lt. Keith Murray; Cpl. Leask; Lt. Davidson; L/Cpl. O'Hara; Pte. McGraw; Lt. Cape; Lt. Roper; Cpl. Burford; Sgt. Clark; Cpl. Burford; L/Cpl. Oliver; Pte. McGrath; and Pte. McQuillan.

MEDWAY DROP ONLY ONE GAME.

Inter-Services Billiards
Tournament.

The fourth match in the billiards tournament for the Ng Sze-kwong Challenge Cups was held in the Salvoes and Soldiers' Home last night, when H.M.S. Medway defeated the R.A.S.C. by four games to one.

The results of the games were as follows:—

H.M.S. Medway.
E.R.A. Gorton 150
E.R.A. Green 150
E.R.A. Ashby 150
C.E.A. Blynn 150
E.R.A. Almond 143

R.A.S.C.
Pte. Davies 63
Pte. Funnell 141
S.M. Jordan 122
Sergt. McCulloch 156
Pte. Slack 150

The next match will be held tomorrow evening when the R.A.O.C. will meet the 31st Heavy Battery, R.A.

THE SCOTTISH CUP DRAW.

Favourable to First
Division Clubs.

RANGERS AND CELTIC AT HOME.

Glasgow, Yesterday.
The following is the draw for the First Round of the Scottish Cup to be played on January 16:—

Queen of South v. Stranraer.
Leith v. Albion Rovers.
Arbroath v. Aberdeen.
Queen's Park v. St. Mirren.
St. Bernard v. Bell.
Ayr v. St. Johnstone.
Hamilton v. Dumbarton.
Citadel v. Partick.
Dunfermline v. East Stirling.
Clyde v. Third Lanark.
Motherwell v. Stenhousemuir.
Murrayfield Amateurs v. Edinburgh City.
Cowdenbeath v. Alloa.
Hibernian v. Dundee U.
Dundee v. Greenock Morton.
Raith v. Inverness Thistle.
Rangers v. Brechin.
Lech Gelly v. Hearts.
Celtic v. Falkirk.
Kilmarnock v. East Fife.
King's Park v. Thornhill.
Forfar v. Airdrieonians.
Armadale v. Monroev.
Dalbeattie Star v. Bonness.

Glasgow, Later.
At a meeting of the Scottish Football Association it was agreed that there would be no byes in the First and Second Rounds of the Scottish Cup, but that four byes should be included in the third round ties.—Teuter.

The draw has been abnormally favourable for the First Division Clubs, no fewer than eleven having the right of playing at home. There will be four ties in which senior Clubs are concerned, namely: Queen's Park v. St. Mirren; Clyde v. Third Lanark; Dundee v. Morton; and Celtic v. Falkirk. Queen's Park have an inferior League record compared with St. Mirren, but the Paisley lads may be satisfied with a draw. The local Derby between Clyde and Third Lanark will recall memories of hard fought Cup struggles in years gone by; but the bully wee Clyde will not lack strong support. Dundee should step into the next round at the expense of Morton, whilst Falkirk have a forlorn hope of defeating Celtic at Parkhead.

Of the other top notches, Leith Athletic should account for Albion Rovers; Ayr United cannot take any chances against St. Johnstone, who are doing well in the Second Division; Hamilton "Acies" should not be scared of Dumbarton (Cup winners of "years and years ago"); Motherwell will be given a good game by Stenhousemuir, judging by the latter's Second Division form; Rangers' sharpshooters should have a great outing at the expense of poor Brechin; and Kilmarnock will win comfortably at the expense of East Fife.

Regarding the First Division Clubs who have to travel (besides those already mentioned as meeting other senior Clubs) Aberdeen should not find Arbroath a very formidable hurdle. Partick Thistle should take Inverness Citadel by storm; Dunfermline will find the Hibs already for them at Easter Road; Hearts will have a pleasant holiday at Lech Gelly; but Airdrieonians may have their work cut out against Forfar Athletic.

R.C. WALLACE SCORES 72 TO QUALIFY.

Adamson Cup Draw for
Match Pay.

In the Adamson Cup December qualifying round R. C. Wallace with a score of 81-72 qualified.

The draw for the match play stages resulted as follows:—
F. Moore (18) v. J. G. Jenkins (17).
G. McLeod (14) v. W. J. G. Jenkins (17).
A. G. Trevelyan (19) v. J. G. Jenkins (19).
R. Wallace (8) v. J. C. Clarke (14).
The first round is to be played on or before January 10, the semi-finals on or before January 31, and the final on or before February 15.

WEAK ST. ANDREW'S TEAM DRAW.

E. C. Fincher's Fine
Form on the Wing.

R.A.S.C. ADVANTAGE LOST.

In a friendly game of hockey at Sookunpoo yesterday afternoon, the R.A.S.C. drew with St. Andrew's Club, both sides scoring three goals.

St. Andrew's fielded four reserves, and at one period the Service Corps were leading by three goals to one. Only one half was played, owing to lack of time.

S/Sergt. Skipp scored all three points for the R.A.S.C. whilst Mackay (2) and Carroll replied for the Saints for whom E. C. Fincher on the left wing, was in brilliant form. Taken as a whole the game was scrappy.

Result:—
R.A.S.C. 3
St. Andrew's 3

RADIO SPORTS CLUB BEAT H.K.S.R.A.

Solo Efforts by Guest
and Gurbachan Singh.

GOOD UNDERSTANDING AT
FORWARD.

On the Marina ground yesterday the Radio Sports Club defeated the H.K.S.R.A. by the odd goal in three after a very even and fast game.

A ding-dong struggle in the first half saw the teams change-over on level terms after the military team had scored first. A. E. P. Guest, who is now playing in the forward line, obtained the equaliser for the Radio as the result of a brilliant solo effort, his final shot giving the goalkeeper no chance. In the second half the H.K.S.R.A. tried hard to score the winning point but found Spary in the Radio goal a very able defender. He must have saved at least three almost certain goals in a great display. Gurbachan Singh gave the Radio victory when he cut in to beat the goalkeeper with a fast ground shot.

The Radio forwards showed splendid understanding and their combination was good, though full credit must be given to the stolid H.K.S.R.A. defence. A splendid game after scrappy opening exchanges.

Result:—
H.K.S.R.A. 1
Radio 2

Club "A" v. Radio.
The following will represent the Hong Kong Hockey Club "A" Team against the Radio Sports Club at King's Park at 5 p.m. tomorrow:—

E. S. Moses; L. A. R. Duncan; L. F. Nicholson; W. A. Nowels; F. W. Allen; K. H. Uttley; L. D. Kilbee; J. L. Talley; R. H. D. Wade; G. F. Rees; and R. W. Sapsed.

THE INTER-UNIT GOLF COMPETITION.

Medway and Marazion
Successful.

The following were the leading results in the Inter-Unit Competitions—teams of four against Bogeys:—

Scratch Competition.
1. H.M.S. Medway 40 down
H.M.S. Marazion 40 down
2. H.M.S. Tamar 42 down
3. H.K.S.R.A. 44 down
4. 93rd Highlanders "A" 47 down
5. 4th Submarine Flotilla 50 down
Handicap Competition.
1. 4th Submarine Flotilla 16 down
H.M.S. Hermes 19 down
H.M.S. Medway 19 down
8th Destroyer Flotilla 20 down
H.Q. China Command 21 down
93rd Highlanders "A" 23 down
3/9th Jatt Regiment 23 down
H.K.S.R.A. 25 down
94th Re-invest 25 down
10. H.M.S. Kent 26 down
H.M.S. Bedford 26 down
12. 33rd Highlanders "B" 27 down
H.M.S. Tamar 27 down
14. H.M.S. Cumberland 34 down
15. Royal Air Force 40 down

Entries for the Junior Section Championship close on January 8.

MAJESTIC

TO-DAY TO SATURDAY AT 2.30, 5.20, 7.20 & 9.20 P.M.



with
KENNETH MACKENNA
FARRELL MACDONALD

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

Nearly seven months ago, Mr. Douglas G. Carstairs, Area Manager of the Navy, Army and Air Force Institute, Hong Kong, was found dead in bed with a terrible stab wound in his abdomen at 2, Luna Building, Kimberley Road. The affair was a baffling mystery, and after vigilant investigations, the Police have decided to hold an inquest, the date of which has been fixed for December 17. A report is contained in the OVERLAND CHINA MAIL.

The new Aberdeen Valley Reservoir was officially opened by His Excellency the Governor (Sir William Peel, K.C.M.G., K.B.E.) on December 15. Sir William paid great tribute to the splendid work of the P.W.D. Engineers, to whom, he declared, the Colony owed a great debt. The Director of Public Works (the Hon. Mr. H. T. Creasy, C.B.E.) gave an interesting survey of the dam, and the benefits that would follow its installation. A full report is contained in the OVERLAND CHINA MAIL.

The Chinese football dispute has come to an end at last. The Football Association are standing firm by their rights as regards football, and the Chinese Amateur Athletic Federation, whose influence over the Chinese Clubs had brought about the dispute, is politely but, nevertheless forcefully informed that it is an unrecognised body in the eyes of the Football Association. The protracted correspondence is at an end. A full report of the F.A.'s decision is chronicled in the OVERLAND CHINA MAIL.

The fourteenth extra race meeting held at Happy Valley on December 12 rang down the curtain on a year's racing. Mr. L. G. Frost had a great day, winning four races in succession, paying over \$35 on Fride of Tsingtao in the fourth race. A sensation was caused in the Autumn Champions, when Sitting Bull, considered to be a cast-iron certainty, finished up last but one in a field of five. Orlando, a great favourite, made a welcome come-back in the last race, paying \$58.80 for a win, and \$13.50 for a place. The rider was Y. M. Loo. A full report is contained in the OVERLAND CHINA MAIL.

December 12 (Saturday) saw the closing day of the Kowloon Bowling Green Club, after a most successful season. There was a large gathering including a goodly sprinkling of ladies. A match was played over eight rinks, between the President's team and the Vice-President's team, resulting in a win for the former by five shots only. The President (Mr. G. E. F. Thompson) advocated the extension of friendly games, which added to the bowling and social attractions of the Club. A Records Board was unveiled by Mr. A. O. Brawn, President of the Lawn Bowls Association. A detailed report is given in the OVERLAND CHINA MAIL.

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LT. HAMILTON IN BIG NOT OUT INNINGS.

Fireworks at Sookunpoo in League Match.

R.E. AND R.C.S. DRAW.

At Sookunpoo yesterday the Royal Engineers and Royal Corps of Signals successfully played out time in their Second League match against the South Wales Borderers. At the close of play they had but one wicket to fall with 86 runs required for victory.

A feature of the match was the hard hitting of Lt. Hamilton (90 not out) who, in partnership with Pte. Roman added 102 runs for the third wicket. Amongst his best hits were three sixes and eleven boundaries.

Scores:—

South Wales Borderers.

Lieut. G. P. G. de Winton, b	4
Capt. Wales, c Higgins, b	12
Anstruther, c Holmes, b	16
Williams, b Anstruther, c	90
Lieut. A. C. Hamilton, not out	90
Lieut. J. O. Crewe Read, c	3
Williams, b Anstruther, c	29
Capt. P. Gottwalt, not out	20
Extras	20

Total (for 4 wks., dec.) 174
Fall of wickets:—1 for 18, 2 for 20, 3 for 122, 4 for 134.

Pte. Hoskins, Pte. Morgan, Pte. Nelson, Pte. Turner and Pte. Whelton did not bat.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Williams	12	1	60	2
Anstruther	11	1	42	2
Buckle	2	1	4	0
Meehan	6	1	23	0
Jordan	3	0	25	0

R.E. & Signals.

Lieut. Ewbank, b Wales	7
Cpl. Meehan, b Wales	1
Sgt. Gillet, b Roman	4
Sgt. Williams, b Hoskins	30
Spr. Holmes, b.w., b Wales	0
Lieut. Anstruther, c and b	10
Hamilton	10
Lieut.-Col. Maraden, b Hoskins	3
Cpl. Saunders, c Gottwalt, b	7
Wales	16
S.C. Jordan, not out	2
L/Cpl. Higgins, b Roman	2
Sergt. Buckle, not out	0
Extras	9

Total (for 9 wks.) ... 89
Fall of wickets:—1 for 1, 2 for 12, 3 for 12, 4 for 22, 5 for 55.

Our Sports Diary.

LOCAL

HOCKEY—To-morrow—Hong Kong Club "A" v. Radio Sports. **CRICKET**—To-day—Oxford v. Cambridge at H.K.C.C. at 1.30 p.m. Saturday—First Division—Kowloon C.C. v. Royal Artillery (L.); Craigengower C.C. v. University (F.); Second Division—University v. Craigengower C.C. (F.); Police v. Indian R.C. (F.).

GOLF—To-day—Third Round. Railway Cup (Ladies); First Round Taggart Cup (Ladies). Saturday—R.H.K.G.C. Bogey Pool. Sunday—R.H.K.G.C. Championship Final and Bogey Pool; Annual Gymkhana and Presentation of Prizes at Kowloon G.C.

FOOTBALL—Saturday—First Division—St. Joseph's v. Police; Argyle v. Club; Navy v. Borderers; Recreio v. Kowloon; Second Division—Borderers v. Club; Argyle v. Navy; University v. R.A.O.C.; Kowloon v. Twelfth Battery; Third Division—St. Joseph's v. Recreio; Chinese League—Yee Woo v. South China; "South China" v. Sung Ching; "Eastern v. Chinese Athletic "B".

LAWN TENNIS—Sunday—Open Mixed Doubles Final. **STEPPLECHASING**—Sunday—Fanning Hunt and Race Club Meet at Kwantli.

6 for 58, 7 for 61, 8 for 83, 9 for 88.

BOWLING ANALYSIS.

	O.	M.	R.	W.
Ronan	10	0	19	2
Wales	10	2	20	4
Hoskins	7	0	22	2
Nelson	2	0	4	0
Hamilton	5	0	11	1

Hong Kong C.C. v. Civil Service.

The following will represent the Hong Kong Cricket Club 2nd XI. against the Civil Service C.C. on the Club ground on Saturday at 2 p.m.:—

R. K. Hepburn (captain), C. E. Gahagan, F. A. M. Elliott, R. R. Davies, R. S. W. Paterson, A. J. Wolff, J. R. Ratten, L. A. Whipp, P. W. J. Planner, W. Stoker, and J. R. Way.

Indian R.C. v. Volunteers.

The following will represent the Indian Recreation Club against the Volunteers on Sunday at 2 p.m. on the I.R.C. ground:—

A. A. Rumjahn (captain), A. H. Madar, S. A. Ismail, S. R. Kermani, A. R. Minu, A. K. Minu, O. Ismail, M. R. Abbas, A. R. Abbas, A. S. Suffiad, and H. D. Rumjahn. Reserves: K. Nazarin, and M. el Arcullil.

LINCOLN CITY NOW ELIMINATED.

Luton Win English Cup Replay.

CROOK TOWN SUCCESSFUL.

London, Yesterday. The following were the results of the replays in the second round of the English Cup:—
Luton T. 4 Lincoln C. 1
Crook Town 1 Aldershot 0
The following were the results of League matches played to-day:—

Third Division (Southern). Exeter C. 2 Watford 0
Third Division (Northern). Gateshead 4 Rotherham 1
—Reuter.

A "TERRORIST."

SENT TO JAIL FOR SIX MONTHS.

(Central Magistracy) Chan Pan was this morning charged, before Mr. E. H. Williams, that he did on October 23, with others not in custody, demand \$50 from Li Kwok-hing, with menaces; did use criminal intimidation; and did injuriously imprison complainant.

Inspector Murphy said the accused took complainant to the Sze Wo Club, in Queen's Road, and kept him there for about three hours in a room until he consented to pay \$50, which amount was alleged to be membership fee. After the hour's imprisonment, complainant telephoned to a friend to send the money. When it was paid over he was released and given a medal and two books of initiation, one of which bore the defendant's name.

Inspector Murphy added that defendant was known in the Central district as a "terrorist" and, none dared to report him.

Three months' imprisonment was imposed on each of the first two charges, the third charge being dismissed. The sentences are to run concurrently.

HER BIRTHDAY LUCK.

Elleen Cornford, a Tonbridge (Kent) baby, has five grandmothers and great-grandmothers. They are her mother's mother, her mother's grandmother, her grandfather's mother, her father's mother and her father's grandmother.

HONG KONG

THE PENINSULA HOTEL;
HONG KONG HOTEL; REPULSE BAY HOTEL;
PEAK HOTEL

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;

HOTELS, LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

MARBLE HALL

81, Nathan Rd., Kowloon.

Tel. 57089.

A Select Private Hotel furnished with an eye to the comfort of its tenants. Single and double suites of rooms with private bathrooms attached.

THE HARBOUR VIEW PRIVATE HOTEL.

9-12, Chatham Road, Kowloon.

Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breezes. Unequalled Cuisine.
Phone Tel. 56734. Proprietress—Mrs. Gardlaw. Cable Add. "Harview."

MACLEANS PEROXIDE TOOTH PASTE

BRITISH TO THE TEETH.

Stocked by all Pharmacies, Dispensaries and Departmental Stores.

Agents:—

W. R. LOXLEY & CO.

THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE: —\$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE: —\$1.50 per dinner per head.

A LA CARTE.

Single dishes can be obtained at Prices on list.

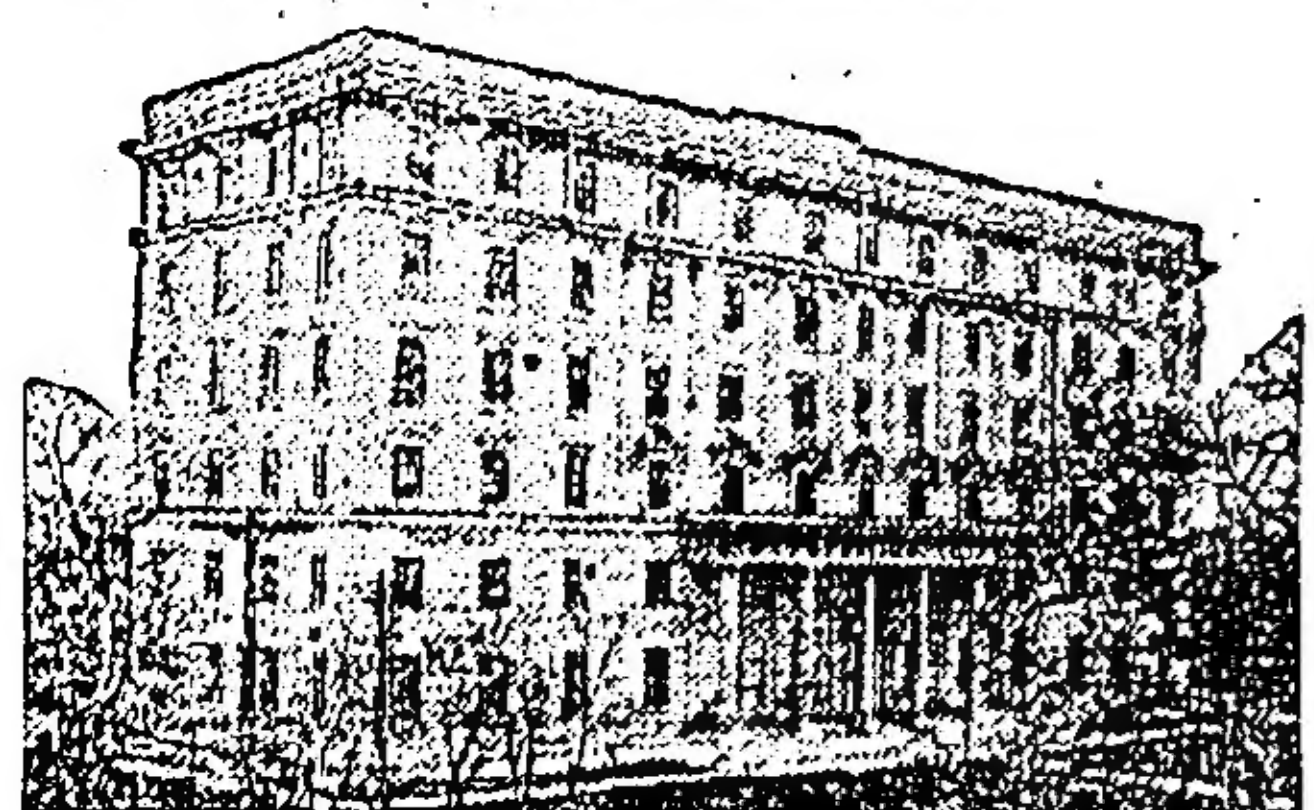
ESPECIAL.

Special dishes ready for Patron's Order at all hours. There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, swabi, shark's fins, bird's nest soup, beefed or fried garspa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.
Y. C. LUM (Manager).

THE MANUFACTURERS LIFE INSURANCE COMPANY



HEAD OFFICE - TORONTO, CANADA
(Occupied exclusively by the Company)

No Need of Crystal-Gazing

THE man who protects the future of his loved ones, as well as his own dependent years, with a Manufacturers Life policy assures his own good fortune. What could be finer than to look forward to financial independence at sixty or sixty-five?

E. J. R. MITCHELL, Branch Manager.
111, Chater Road. Tel. 20601.
Canton Representative—Mr. V. E. Ferrier,
27, B. C. Shamcen.

ANNOUNCEMENT!

WE BEG TO ANNOUNCE THAT WE HAVE OPENED

"THE VICTOR RADIO SERVICE STATION."

We are EXPERT RADIO REPAIRERS, and can UNDERTAKE WORK on ANY MAKE of RADIO, ELECTRIC GRAMOPHONES, etc.

TSANG FOOK PIANO CO.,

ICE HOUSE STREET.

TEL. 24648.

Correct styles FELT HATS:—



Andrews,
Battersby,
Cambiaghi,
Hardeman,
Ward's,
etc., etc.

at reasonable prices.

THE BAKILLY CO., LTD.

158-155, Des Voeux Road, Central.



Always Order

HEERING'S CHERRY BRANDY

THE FINEST ON THE MARKET.

Obtainable Everywhere.

Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.

SEASONABLE REMEDIES

WATSON'S
GLYCERIN OF THYMOLFOR THE THROAT, MOUTH AND NOSE, RELIEVES
IRRITATION OF THE MUCOUS MEMBRANE.WATSON'S
COLD CREAM OF ROSESFOR CHAPPED HANDS, PRESERVES THE
VELVETY TEXTURE OF THE COMPLEXIONA. S. WATSON & CO., LTD.
THE HONG KONG DISPENSARY.ZEISS
FOLDING & MOVIE CAMERAS.ZEISS
BINOCULARSZEISS
PROJECTORS & ENLARGERS
DEVELOPING & PRINTING
A SPECIALITY.

A TACK & CO.

26, Des Voeux Road, Central.

GRAY'S YELLOW LANTERN SHOPS

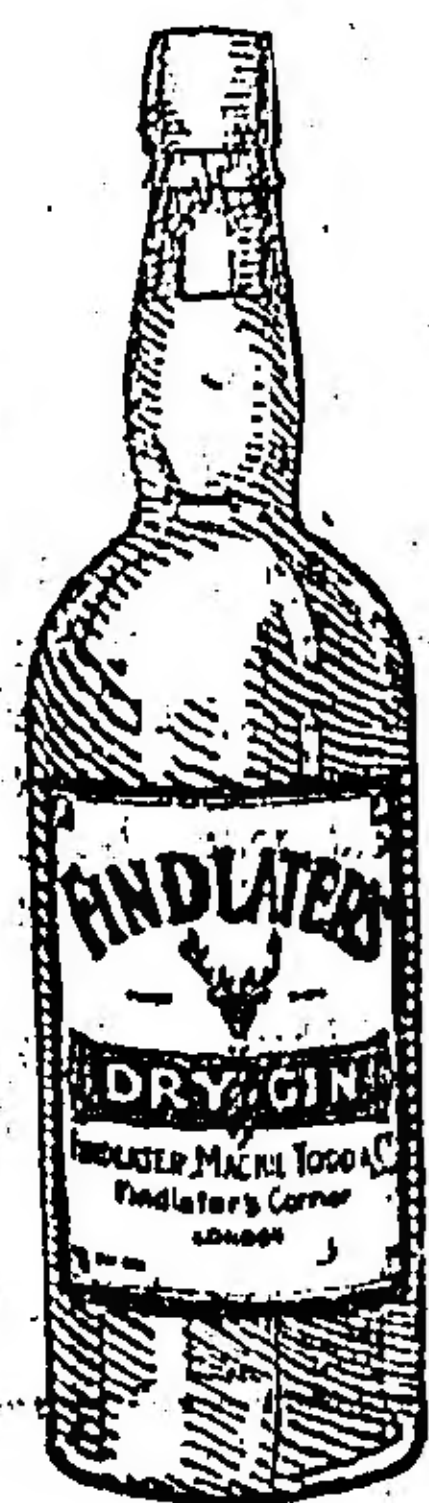
For

Linens, Fur Evening Coats, Underwear,
Evening Dresses, Peking Jewellery &
Rugs.

Hotel Lobby Shop, open till 9 P.M.

HONG KONG SHANGHAI MANILA
Alexandra Building. Hong Kong Hotel Lobby.
Tel. 24566 Tel. 27424.

"The Well-Known Brand"



FINDLATER'S

DRY
GIN

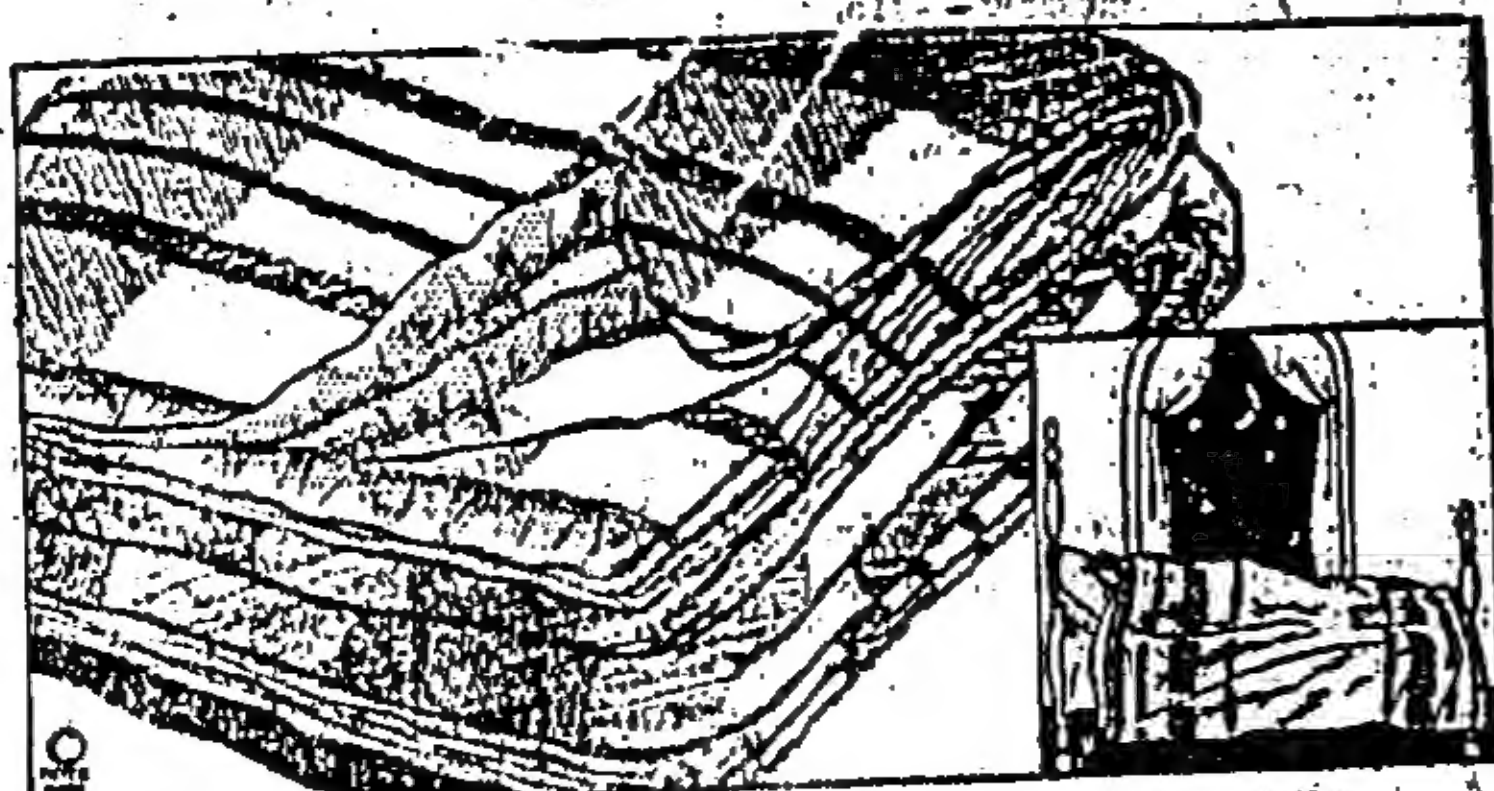
GILMAN & CO., LTD.

SOLE AGENTS:—

FINDLATER MACKIE TODD & CO., LTD.

YES

THE WINTER IS HERE



SPECIAL DISPLAYS

OF

BLANKETS & DOWN QUILTS.
REAL WITNEY BLANKETS.Single Bed Size from \$27.50
Double Bed Size from \$47.50

DOWN QUILTS

A specially selected assortment of Down Quilts
Suitable for Christmas Gifts.

\$22.50 to \$175.00

INSPECTION CORDIALLY INVITED.

Open Till 6 O'Clock To-night.
FIRST FLOOR SHOWROOMS.

WHITEAWAYS

The China Mail

Hong Kong, Thursday, Dec. 17, 1931.

Our Best Publicist.

The Empire's best publicist and commercial traveller, H.R.H. the Prince of Wales, has been on the warpath again. Addressing the Travel Association, he rightly declared that "too little is known abroad of what the British Isles have to offer and too much talk of the financial and industrial difficulties affecting Britain equally with the rest of the world. This is the moment to impress the world that we are alive and mean to go forward again." He was glad that the Travel Association was not overlooking the need of showing others that Great Britain had some very great industries, because an adaptation of the old rhyme is at present very true, namely:—

Early to bed,
Early to rise,
But you'll soon be burst,
If you don't advertise.

A writer in a Home technical journal recently pointed out that time may work changes in most things, but human habit and tradition wear the same old suits. Whenever a crisis of any kind supervenes, business men start the inevitable scurry and stamper for safety. You would think the world was coming to an end, or that this was the first crisis the country had ever had. If you judged the situation on "stop orders," and what is called misery advertising. Stamping is a human fault—it belongs to the gregarious instincts of peoples. It is not peculiar to one country, and it is to be found in a greater degree among the "modern" countries than in the longer-established communities.

As soon as the General Election at Home was announced, "stop orders" began to roll in. As usual the advertiser seized the first opportunity of cutting down one of his most essential overheads. When an advertiser goes to begin to understand that once the continuity of advertising is stopped, one of the main supports is taken away from an edifice in the course of erection. The ground and time

lost must be paid for later, because of the gap. It does not mean merely a temporary reduction in expenditure; it is actually a letting down of sales promotion, and a diminishing of the purchasing habit, which, without the aid of advertising, cannot be maintained. Let these thoughts, from an expert in the game, sink deeply into the minds of business men at Home and in this Colony or—in the words of the Prince of Wales, they will "soon be burst if they don't advertise!"

Let us, for the benefit of local advertisers, wholesale and retail, quote another Home expert. Addressing the Publicity Club of Leeds, the Chairman of a company of advertising agents stated that with the prolonged world trade depression and the succeeding world crisis, which is now upon us, economy has become the universal subject and watchword of to-day. Unfortunately, the erroneous meaning of the word "economy" has prevailed to a large extent—namely, a cutting down of expenditure regardless of the wisdom of such a step. In this cutting down process advertising has come in for its fair share, and in some cases has been the first to come under the axe of the economist. Advertising, to many, always appears as a more or less unnecessary item of expenditure. What petrol is to the internal combustion engine, advertising is to the advancement of modern trade.

Though continued depression and other factors have lowered the volume of trade to be done, and though the purchasing power of the public has decreased, a firm has still to share such diminished trade with the same number of competitors. Now, all things being equal, the firm that continues to advertise judiciously will have an obvious advantage over the competitor who from a mistaken sense of economy seriously curtails or cancels his present advertising.

Not all advertising is economic. Most advertising to-day is good. Most of it pays. Some of it pays in a higher proportion. We do not look upon advertising as the spending of so much money. It goes farther back

right back to the article itself—and ought to be borne in mind when anything that will have consumer contact is being decided, and kept in mind with every step of marketing.

News in Brief.

Quarantine restrictions have been imposed against arrivals from Amoy on account of small-pox.

The Empress of Russia has been delayed, and is now scheduled to sail at midnight to-morrow.

The University Christian Association will give a Christmas concert on Sunday at 9 p.m. in the Great Hall.

Supplemental Votes totalling \$14,046 will be considered by the Finance Committee of the Legislative Council this afternoon.

Yesterday's lowest open air temperature was 55 degrees. The humidity was 47 at 10 a.m. and 44 at 4 p.m.

Lane, Crawford, Ltd., advertise that the Grill Room of the King's Restaurant being privately engaged to-morrow, dinners will be served on the Mezzanine floor.

In our boxing special yesterday, it was inadvertently stated that "Stinnie" Morris belongs to H.M.S. Berwick. This is, of course, incorrect, Morris is the pride of H.M.S. Suffolk.

Mr. Landon Smith, managing Director of New Zealand Perpetual Forests Ltd., has issued invitations for the screening of a film at the Chinese Y.M.C.A., Bridges Street, at 7.30 this evening, showing afforestation work done by the company in New Zealand.

Leung Lui, (55), a seaman on board cargo lighter No. 1151, was admitted to the Kwong Wah Hospital yesterday evening, suffering from injuries to the body, caused by a hand derrick, used for lowering the hull of a boat in the Yau-mat breakwater. His condition is serious.

A verdict of "manslaughter against a person unknown" was brought yesterday afternoon by the jury in the inquiry, conducted by Mr. Fraser, into the death of Chung Tang, a prisoner in Lai-chikok Jail, on December 12, but after being addressed by the Coroner, the jury altered it to "accidental death."

Invitations have been issued by the Civil Service Cricket Club for an "at home" to be held on Saturday, December 26, when the formal opening ceremony of the New Club-house will be performed by Lady Peel at 3 p.m. Following the ceremony, there will be a prize distribution and Christmas tree, tea, and children's sports.

CAPT. H. A. SETTLE.

A Victim of Pneumonia
at Early Age.

C.N.C. OFFICER.

The death occurred in the French Hospital yesterday, from pneumonia, of Captain Harry Armstrong Settle, at the comparatively early age of 31 years. A popular officer of the China Navigation Company, Capt. Settle, whose home was in Liverpool, joined the Company in 1922, and was promoted Chief Officer in 1925. In 1929 he married Miss Margaret Carruthers, of 127 Bower Street, Carlisle.

Capt. Settle was then on the s.s. Kiangsu. For short periods he was acting master of the s.s. Newchwang, s.s. Ichang and s.s. Shantung, and was due for permanent promotion within a few months. He was a member of Lodge St. John, G.I.B.

Much sympathy will be extended to Mrs. Settle in her bereavement. The funeral takes place to-day, passing the Monument at 5 p.m.

POSTMAN'S FLIGHT.

Pleading "Guilty" at Croydon to stealing a letter containing a mischievous postal order, a temporary postman named William George Taylor, of Roff's Lane, Upper Caterham, said he was married and had 3 children. His rent was 15s a week, which was in arrears. Two of his children had been ill, and his wages were £2 a week. The Post Office solicitor did not press the case. Taylor was put on probation.

PUREE DE POIS

By

BESOMORO.

TATTOOING.

I have never been tattooed, and I have never wanted to be tattooed.

Indeed, I have never been able to appreciate the tattoo vogue. As a matter of fact, I do not recollect when last I happened to concern my mind about the art of the tattooist. A few days ago, however, the subject was recalled, when an "Old Salt," under circumstances unnecessary for me to describe, revealed to me an example of the tattooist's art. It was nothing common, such as a heart with the point of an arrow sticking out one end and the feathers at the other. No, by no means, no. It was a design, perhaps, not artistic, but certainly complicated. I shall not essay to describe it in detail; I may be infringing some kind of copyright. I was, however, informed that it was done thirty odd years ago; that it took almost three weeks to do; and that it is as clear and distinct to-day as it was when first completed. It is not, I was assured, anybody and everybody who is permitted to see the pattern, and, I may say, the privilege of viewing it cost me the best part of a five dollar note. On that basis, that tattoo design, I reckon, is a never-dry well of intoxicating liquor for the person on whose never you mind where—it is indelibly printed.

FASHION.

From Seneca to Shakespeare, from Shakespeare to, say, George Bernard Shaw, all have had a tilt at fashion, and yet, as Cowper said many years ago, "While the World lasts, fashion will continue to lead it by the nose." We rail at fashion, because it is the fashion to rail at fashion. The only way, seemingly, to deal adequately with fashion is to regard it as unfashionable. But then, won't it be fashionable to regard fashion as unfashionable? So, for the sake of goodness, let us cease to rail against fashion, and treat it reasonably, if we can. Of course, reason and fashion, I am constrained to admit, are not often as nearly synonymous as they ought to be.

ARTIFICIALITY.

It has been said that this is an age of artificiality. But I cannot agree that this age is any more artificial than any of its predecessors. 'Tis true we seem to have a greater number of artificial things, pearls and complexions for example. But these things are merely proof of the high degree to which the art of the artificer has progressed.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/5 %
Bank, on demand	1/5 7/16
Bank, 4 months' sight	1/5 9/16
Credits, 4 months' sight	1/6 %
Documentary, 4 months' sight	1/6 %
On Paris—	
On demand	530
Credits, 4 months' sight	700
On Berlin—	
On demand	Nom.
On New York—	
On demand	24%
Credits, 60 days' sight	26%
On Bombay—	
Wire	95%
On demand	95%
On Calcutta—	
Wire	95%
On demand	95%
On Singapore—	
On demand	61%
On Manila—	
On demand	40%
On Shanghai—	
On demand	77 1/4 %
Dollar	1 1/2 % dis.
On Yokohama—	
On demand	58 nom.
Sovereigns (Bank's buying rate)	1/6 %
Silver (per oz.)	20%
Bar Silver in Hong Kong	Nom.
Copper Cash	Nom.
Copper Cents	1 1/2 % prem.
Rate of Native In-terest	3 1/4 %
Chinese Sub. Coin	25 1/2 % dis.
Hong Kong Sub. Coin Per-	

QUEEN ANNE KICKS.

All over sixpence, one Judge, two solicitors, three plaintiffs, and one defendant, rasmatted at a Bournemouth court.

A firm of estate agents, acting for Queen Anne's Bounty, claimed from a man sixpence of last year's tithe. Defendant had sent the amount of tithe, less 6d. postage, and this was the balance claimed. He was ordered to pay costs, 1s.

To-day's Thought.

If we were as attractive all of the time as we are when we want to be, we would attract more attention.

Ten Years Ago.

[From the "China Mail" of December 17, 1921.]

To-day's dollar is worth 2/7 1/2.

At some stage of her voyage pirates attacked the China Merchant S.N. Co.'s steamer Kwang Lee, which arrived in Hong Kong this morning from Shanghai via Swatow and Amoy, and someone on board was killed. Who the casualty was or his nationality even, was not known at the time of going to press. Details of the affair could not be gathered because the Kwang Lee, having come from an infected port, was sent into quarantine.

BOY SCOUTS' ASSOCIATION

WORK OF THE YEAR IN THE COLONY
PLEA FOR MORE HELPERS.

In the course of his report for 1981 the Commissioner (the Rev. C. T. Waldegrave) says:

Writing from actual experience as well as from information gleaned from the reports sent in, we are bound to admit that while there has been a decided advance along certain lines, in other directions there has been a halt and in at least one case a retrograde movement.

We concluded the report for 1980 by an appeal for more Scouters as well as for non-executive officers, and we regret to say that it is owing to the lack of response that all-round progress has not been possible. It may be that would-be helpers fight shy of the possibility of being called on to do the dirty work of the Scout, but for her bare knees boys, nor must we forget those should be no obstacle, but at any rate non-executive officials such as Presidents, Secretaries, Treasurers, Examiners and so forth need not wear Scout kit, though of course should they decide to do there is no doubt that the whole Scout fraternity would rise and greet them as indeed brother Scouters with arms even more widely open than now, when we do realise how much we owe to them for their splendid support.

Yet the fact remains that we still hear of people finding spare time in Hong Kong hang heavily and devoid of purpose and we are still calling for helpers to fill the vacant offices now occupied by men who are actually holding two or three already.

In all sections there has been a slight reduction of numbers, though in some cases it is more apparent than real. Our census is taken at the request of Imperial Headquarters at the end of September, before Groups have got into full swing, and the difference between one year and the next may depend on, for instance, a Troop-leader's Season in the case of garrison boys, the departure of a family from the Colony in another (in one case this meant the loss of six boys from a Troop), and so on. The height of Group membership comes about April or May, and drops at the end of the Summer term.

Rover Scouts.
In this Section is the most serious decrease. This can be partly explained by the fact that many Rovers are holding Scoutmaster's and Assistant Scoutmaster's posts, and are therefore included under the head of Scouters, but the real cause is that Rover Leaders are particularly hard to find, and though Rovers have a large say in the running of their crews, yet they do undoubtedly need the advice and leadership of an "old hand," not necessarily skilled in Scoutcraft, but possessed of that knowledge of men and affairs which is expressed by the display of sound common sense. It should be added that except in rare cases, Rover Leaders should be at least thirty years of age.

Scouts.
Though there are definite signs of improvement and greater appreciation of the aims and methods of Scouting on the part of Scouters and Scouts due to the short week-end training camps organised for the officers and also for the senior scouts, too few are yet being run along the right lines. A glance for instance at the returns made by nine or ten troops competing in the Prince of Wales Banner Competition shows that only about half the number give evidence of progressive training, so many tender-foots who later will become second class Scouts, fresh recruits taking their places at the bottom of the scale, so many second class Scouts on the verge of winning their first class badge, and a few First Class Scouts working up for the much coveted King's Scout Badge. Yet the Troops entering for that competition may be taken as forming the majority of the really keen ones in the Colony.

Wolf Cubs.
The Wolf Cubs are wide awake, as anyone who was present at the Swimming Sports in October must have realised. An old helper who is instructing a pack of cubs in signalling and "Cubbing" is the most delightful part of all Scout-ing. The Cubs are so keen, they don't have to be told twice, and one can as it were feel the wax literature may be produced promul-

gating genuine Scout principles in a manner which the Chinese can easily grasp, for often a direct and literal translation fails to convey the real sense of the English.

There is now a fine range of Scout literature available in English, and it is a pity that our Chinese members should still labour under the disadvantage of having to study these books in a foreign language or to leave them unread.

Any friends therefore who would like to try their hands at translation work need only apply to the Assistant Commissioner for Training or indeed to any of the Training Staff to be shown anything from pamphlets to books the translation of which into Chinese would prove of inestimable value to a large number of Hong Kong Scouts.

The monthly official Imperial Headquarters publication, "The Scout," is distributed gratis to all Scouters in Hong Kong and it has been suggested that a leaflet of local Scout notices and official news might be inserted at the time of distribution. The production of this, while not a particularly heavy task, would take a certain amount of time, so that any help given to carry out this scheme, if adopted, would be much appreciated. Needless to say the leaflet would have to be in English and Chinese, so that really two editors would be required. The leaflet could also be circulated by itself round a larger circle of friends of Scouting than that reached by the Scout, and thus play a useful part in arousing and sustaining interest. It would be of course take the place of "The Silver Wolf" so long as that magazine remains dormant.

We should like to express our thanks to the Editor of the China Mail for the Scout Notes which appear every Saturday evening. These, though actually unofficial, contain much of real assistance, while any news or notes that we like to send in are always accepted.

Foreign Scouts.
During the year we were able to welcome a party of Japanese Scouts under Count Futara, Chief Scout of Japan, who formed a contingent going to a Scout Jamboree in Siam. Photographs were taken on board-ship and there has been an exchange of correspondence. A close link has been forged with the Portuguese Scouts in Macao whom Hong Kong Troops visited there and welcomed later in Hong Kong. Nothing but good can come of such interchange of visits, and we were glad to be able to let Macao see the Jamboree Cinema Film which we managed to get out from Home via Malaya about mid-summer. The time was not suitable for a big display of the film here, but it played its part in helping Macao Scouts to raise funds for the relief of those who suffered in the recent terrible explosion. It was gratifying that some of our Scouts, who were camping in Macao at the time, while receiving no harm themselves, were able in practical manner to show our sympathy with our brother scouts.

The Girl Guides.
On various occasions representatives of Guides and Scouts have been able to meet and discuss ways and means of further co-operation. We congratulate the members of our sister organisation on its live and flourishing condition and commiserate with them in their having to hold back from opportunities of extension for the same cause as that which handicaps us, the lack of suitable officers.

Literature and Propaganda.
We have to deplore the fact that it has not been possible to make a fresh start on the Silver Wolf, our local Scout Magazine, which had a somewhat struggling existence for some years, with one meteoric rise to eminence for the short period. Time and financial considerations are to blame for this, for some means of circulating Scout news officially is undoubtedly valuable, but whatever is to be undertaken must be done well, and no one has been found with sufficient time to take this important work in hand. One of the difficulties with which we have to contend is the necessity of publishing the greater part of our news and Scout articles in Chinese as well as English. If any magazine for the use of local Scouts is to succeed, some time ago Mr. T. K. Chak translated much of the contents of the early issues of The Silver Wolf into Chinese, as well as various books and pamphlets of use or interest to Scouts, notably "Island Philippi's Boy Scout" and the St. John Ambulance Brigade Manual, and recently the Rev. E. A. Armstrong, assisted by the Rev. H. R. Wells and some Chinese friends, produced a Chinese explanation of the Scout law which is much appreciated. To these translators, who are extremely grateful, but there is a demand for further work of this kind, in order that the same literature may be produced promul-

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ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

"DADDY LONG LEGS."

"Daddy Long Legs," featuring Janet Gaynor and Warner Baxter, with a well balanced supporting cast, starts its run at the King's Theatre to-day. Yesterday I had the good fortune of attending an advance view of this picture, and my advice to film fans is: Don't miss it.

Followers of chic Janet, and they are numerous, will be glad to learn that in this picture she again has the role which is peculiarly suited to her and which has won her so much popularity in the past. The part is, of course, that of the lovely girl, who, in spite of the drabness of her existence, can see the silver lining in every cloud and always aim high. Daydreaming in her case always has the happy knack of coming true.

In the part of the orphan girl in "Daddy Long Legs" Janet is lovely as usual. The matron of the orphanage says she is unkind, but that is because she is not understood. Under the guardianship of "Daddy Long Legs" she becomes a level-headed young lady, and, oh, how lovely when properly dressed. In the circumstances no one can blame "Daddy Long Legs" for falling head over heels in love with her.

There are lots of ups and downs in their romance, much of the downs being contributed by a male co-ed who is also very much in love with her, but in the end all turns out well for Janet and her elderly lover—Jay.

From Other Sources.

"AFRICA SPEAKS."

Many African tribes—particularly those of the French Congo—have long made it a practice to mutilate the faces of their women. When Paul L. Hoesler reached the village of Kiya Be in the French Congo, which is inhabited by the Ubangia tribe, he was shocked, as others had been, to see that the faces of the native women were disfigured. They all wore huge wooden discs, inserted in their lower lips, which gave them the appearance of grotesque ducks.

Authentic photographs of these duck-billed women are shown in "Africa Speaks," the sensational adventure picture, which is now at the Central Theatre, together with many other intimate glimpses of native life. The film, released throughout the world by Columbia Pictures, abounds as well in splendid scenic effects, and amazingly close shots of the wild beasts of the jungle.

"TIGER ROSE."

A one-man dog is an established institution, but Rin-Tin-Tin has just varied his versatility by becoming a "one-woman dog."

The dog star appears in "Tiger Rose" which comes to the Queen's Theatre to-day.

He is known as Scotty, and belongs, in the story, to Lupe Vélez, who is co-starred with Monte Blue. Although Rin-Tin-Tin never loses his loyalty to his real master, Lee Duncan, when he works with male stars, he showed an unusual affection for the dynamic little Mexican star, and soon came to obey her commands just as if he belonged to her!

"THE GHOST TRAIN."

The advent of the talkie has given producers abundant opportunity for "effects," and in "The Ghost Train," a railway drama to be shown at the Queen's Theatre on Sunday, full advantage has been taken of the appositions of the subject.

Arnold Ridgely's story is eerie and thrilling, and a particularly capable cast, headed by Jack Hulbert and Cleely Courtineage, enact the scenes, grim and humorous, which lead up to the dramatic and unexpected climax.

"The Ghost Train" is designed to mystify and thrill, and succeeds in doing both.

ceedings lively, keeping the rhythm going and being generous with encores.

There was another splendid muster of ladies and consequently a reduced number of masculine on-lookers.

Many officers of the Force attended and the gathering as a whole was an extremely enjoyable one.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Tea Dances at King's Restaurant; Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Hong Kong Automobile Association Dinner Dance, Peninsula Hotel.

January 6—St. George's Society's Dance, Peninsula Hotel.

Entertainments.

To-day—"Miss Hook of Holland," Theatre Royal, 9 p.m. sharp.

To-day—King's Theatre;

"Daddy Long Legs," Theatre;

To-day—Queen's Theatre;

"Two Stars," (Chinese picture);

To-day—Central Theatre;

"Africa Speaks," Theatre;

To-day—Majestic Theatre;

"Men Without Women," Theatre;

To-day—Star Theatre;

"On Your Back," Theatre;

To-day—At Helena May Institute, song recital by Miss I. H. Chamberlain, 5.30 p.m.

Home Malls.

To-day—Outward for Europe via Siberia (Empress of Russia), 6 p.m.

To-morrow—Inward from Europe via Suez, (Karmala); from Europe via Siberia (Corfu).

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5.8 p.m.—Chinese Studio Concert.

8.9 p.m.—European Programme of Victor Records.

8 p.m.—Local Time.

8.05-8.32 p.m.—A Selection of Orchestral Items played by the Philadelphia Symphony Orchestra conducted by Leopold Stokowski.

Afternoon of a Faun (Debussy).

Dance Macabre (Dance of Death) (Saint-Saens).

Rienzi—Overture (Wagner).

8.32-9 p.m.—Pianoforte Solos by Alfred Cortot.

Harmonious Black Smith (Handel).

Berceuse (Chopin).

Ballade in G Minor (Chopin).

Etude in A Flat Major (Chopin).

Waltz in C Sharp Minor (Chopin).

9.11 p.m. (approx.)—Relay of the 1st Act of "Miss Hook of Holland" by courtesy of the Philharmonic Society.

11.05 p.m. (approx.)—Close Down.

MONEY LEFT.

Dr. T. C. Mugliston's Local Estate.

Dr. Thomas Crichton Mugliston, formerly of the Straits Medical Service, who died on May 7, 1931, left estate in this Colony valued at \$122,800, with net personally abroad worth \$26,359.19s. 3d. He was late of 13, York Terrace, Regent's Park, and of Chy'an Death, Newquay, Cornwall.

The Supreme Court has granted re-sealing of certified copy of probate of the will to Mr. G. G. N. Tinson, solicitor, the lawful attorney of the widow who is, the executrix named in the will, together with the testator's two sons and son-in-law. The will makes family bequests, after giving certain sums to various organisations at Home.

Mr. C. W. Wards.
Mr. Charles William Ward, a Sanitary Department pensioner, who died at 6, Morrison, Gap Road, on November 29, 1931, left local estate valued at \$3,300.

In his will he appointed his wife, Maria Rosa de Luz Ward, as sole executrix, and probate has been granted to her by the Supreme Court.

J. B. Bentlers.
Estate in Hong Kong valued at \$18,900, with net personally abroad amounting to \$17,905.12s.11d. was left by John Baptist Bentlers, late of "The White Cottage," Burton Road, Brampton Park, Dorset, who died there on November 23, 1930. He was formerly in H.B.M. Consular Service in Japan.

The will, which makes family bequests, appoints the attorney of the Public Trustee as executor. Re-sealing of certified copy of probate has been granted to Mr. G. G. N. Tinson, solicitor.

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MR430—Savoy Christmas Medley . . . Vox-Trot.
E5685—Adeste Fideles . . . Choir.
DX250—Paul Jones Dance . . . Somers' Band.
DX227—A Review of Revues . . . Somers' Band.
9592—A Few Drinks . . . Leslie Henson.
DB146—A Warm Corner . . . Leslie Henson.
DB134—Making a Tale . . . Clapham & Dwyer.
DB9—Tommy Handley Calling Tommy Handley.
5692—Maestros Popular Medley . . . Vocal Gems.
5665—The Man Who Broke the Bank . . . Chas. Coburn.
5645—What's His Name . . . Party Record.
5532—Laughing Policeman Up to Date . . . Chas. Penrose.
MR174—Sir Harry Lauder Songs . . . Medley.
G8455—The Parson and the Squire . . . Hazel & Penrose.

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| 1 pt. D.O.M. | 1 qt. Old Brown Sherry Black Seal |
| 1 qt. Martell's *** Brandy | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 qt. Burgoyne's Burgundy |
| | 1 phal Pomeranian Bitters. |

No. 2 HAMPER—\$55.

- | | |
|---|----------------------------------|
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| 1 qt. Burgoyne's Burgundy | 1 qt. Puritan Old Tom or Dry Gin |
| 1 qt. Martell's *** Brandy | 1 qt. Vio de Paso Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 1 phal Pomeranian Bitters. |

No. 3 HAMPER—\$50.

- | | |
|---|----------------------------------|
| 1 qt. Burgoyne's Burgundy | 1 pt. Tawny Brand Brandy |
| 1 pt. G. F. Peppermint | 1 qt. Almodado Sherry |
| 1 pt. D.O.M. | 1 qt. Puritan Old Tom or Dry Gin |
| 2 qts. Superior Rich Old Port | 1 qt. Vio de Paso Sherry |
| 2 qts. King George IV Gold Label or Perfection Whisky | 2 qts. Medice Claret |
| | 1 phal Pomeranian Bitters. |

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PLEASE DON'T ANNOY ME. I'M SICK WITH WORRY.

TELL ME WHAT'S IT ALL ABOUT?

I JUST KNOW THAT OUR HOUSE IS GOING TO BE ROBBED.

MY GOODNESS! IS YOUR BROTHER COMIN' TO VISIT US?

SAVE ONE CUP, MAGGIE. I WANT A CUP OF COFFEE.

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S.S. CRACOVIA (passenger boat)	Dec. 27	Dec. 27
M.V. HILDA (cargo boat)	Jan. 17	Jan. 17
M.V. COL DI LANA (cargo boat)	Jan. 11	Feb. 14
S.S. PILSNA (passenger boat)	Jan. 12	Jan. 24

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CAPT. BREAKS SEA LAWS.

Praised for Braving His Cargo.

London, November 12.
Seldom in the history of shipping has a master mariner been praised for deliberately breaking the iron rules of the sea, but Captain H. W. Robson, the British commander of the Canadian steamer *Connector*, has proved that there are occasions when disobedience can be the highest virtue.

Captain Robson's vessel was the first to reach Belize, British Honduras, after the recent hurricane and tidal wave. In a report to the owners, the Canadian National Steamships, asking pardon and approval, he tells how he braved his cargo, ordinarily a crime, and committed acts, which would otherwise be misdemeanours, to feed and help the inhabitants of that well-nigh obliterated city. He writes:

"I found the town a total wreck, not one house or building that was not severely damaged, and very few remaining. Lighters were not to be had, coastal boats and 200 ton iron barges having been lifted up and carried to the centre of the town. This necessitated the use of the ship's boats for the discharge of cargo.

Used Ship as Hotel.

"I called immediately on the Governor and the Colonial Secretary to offer assistance. The shortage of food was the main thing, so I put the ship's cooks on night and day baking bread, and have sent nearly 100lb. ashore. I also used the ship as a hostel for homeless people to have a bath and a meal, the shortage of water being a serious item, as Belize depends entirely on rain water, and most of the vats were washed away. I cut down the meals to soup, joint, and biscuits and cheese, with an occasional pudding.

"I had the Colonial Secretary's wife and daughter on board two nights and several other ladies who had not had a bath or hot meal for several days, and only the clothes they stood in. I did not 'sleep' any of the men, but there was always a bath and a meal for any of them who came off.

"I also gave them cigarettes, which I felt I could not charge for, as many of the men had no money, having lost everything. As there was not sufficient flour or potatoes on board I drew upon the cargo after consultation with our agents, a strict list being kept.

"My pen cannot describe the appalling conditions at Belize, scarcely a house standing, and out of a population of 10,000 there being about 2,000 dead and missing and 1,300 injured. Burial being impossible, fires are burning night and day, cremating the dead.

Lost His Own Home.

"My own home is devastated, (Capt. Robson has had his home in Belize for three years), I have lost everything, but by a miracle my wife has been saved. The water filled the lower part of our house and was well up in the bedrooms. My wife, up to her neck in water and struggling through wreckage to save herself, eventually managed to wade to a house well back from ours and ten minutes walk away.

"I met her on my arrival. I have kept her on the ship and brought her to Jamaica, and I feel sure the company, considering the circumstances, will not look upon this with disapproval." (There is a strict ruling against such action under normal circumstances).

Capt. Robson declares that the tidal wave that followed the hurricane caused most of the damage and loss of life. He pays tribute to the behaviour of the crew, especially to his Belize sailors, all of whom had lost some member of their family, as well as their homes. These men, he says, were most faithful and loyal to the ship, working well throughout the day, only going ashore at night to try to repair their homes, but to a man always reporting for duty at six the next morning.

WARSHIPS IN PORT

The following British warships were in harbour to-day:

Bruce—South wall.
Cornwall—No. 6 buoy.
Cumberland—No. 3 buoy.
Herald—East wall.
Kent—North arm.
Medway and Sub.—No. 2 buoy.
Olympus—East wall.
Orpheus—In dock.
Oswald—In dock.
Percuss—East wall.
Phoenix—In dock.
Seraph—North wall.
Sirdar—North wall.
Sterling—North wall.
Suffolk—West wall.
Tamar—Basin.

Foreign Men-of-War.

Gi Eanes—Portuguese transport.
Helena—American gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. *Empress of Russia* will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at midnight on December 18 instead of 1 a.m. as previously advised.

The B.I. s.s. *Santhia* left Singapore for this port on December 11, p.m., and is due here on December 18, a.m.

The P. & O. s.s. *Corfu* left Shanghai for this port on December 15 at 4.30 p.m., and is due here on December 18 at about 7 a.m.

The P. & O. s.s. *Karnala* left Singapore for this port on December 14 at 6 a.m. with the outward Home Mail, and is due here on December 19 at about noon.

CONSIGNEES' NOTICES.

Consignees of cargo ex m.v. *Afrika* are reminded to take delivery of their goods which will be subject to rent after December 18.

Consignees of cargo ex m.v. *Hilda* are reminded to take delivery of their goods which will be subject to rent after December 20.

Consignees of cargo ex s.s. *Cracovia* are reminded to take delivery of their goods which will be subject to rent after December 21.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

December 17 to 23, 1931.

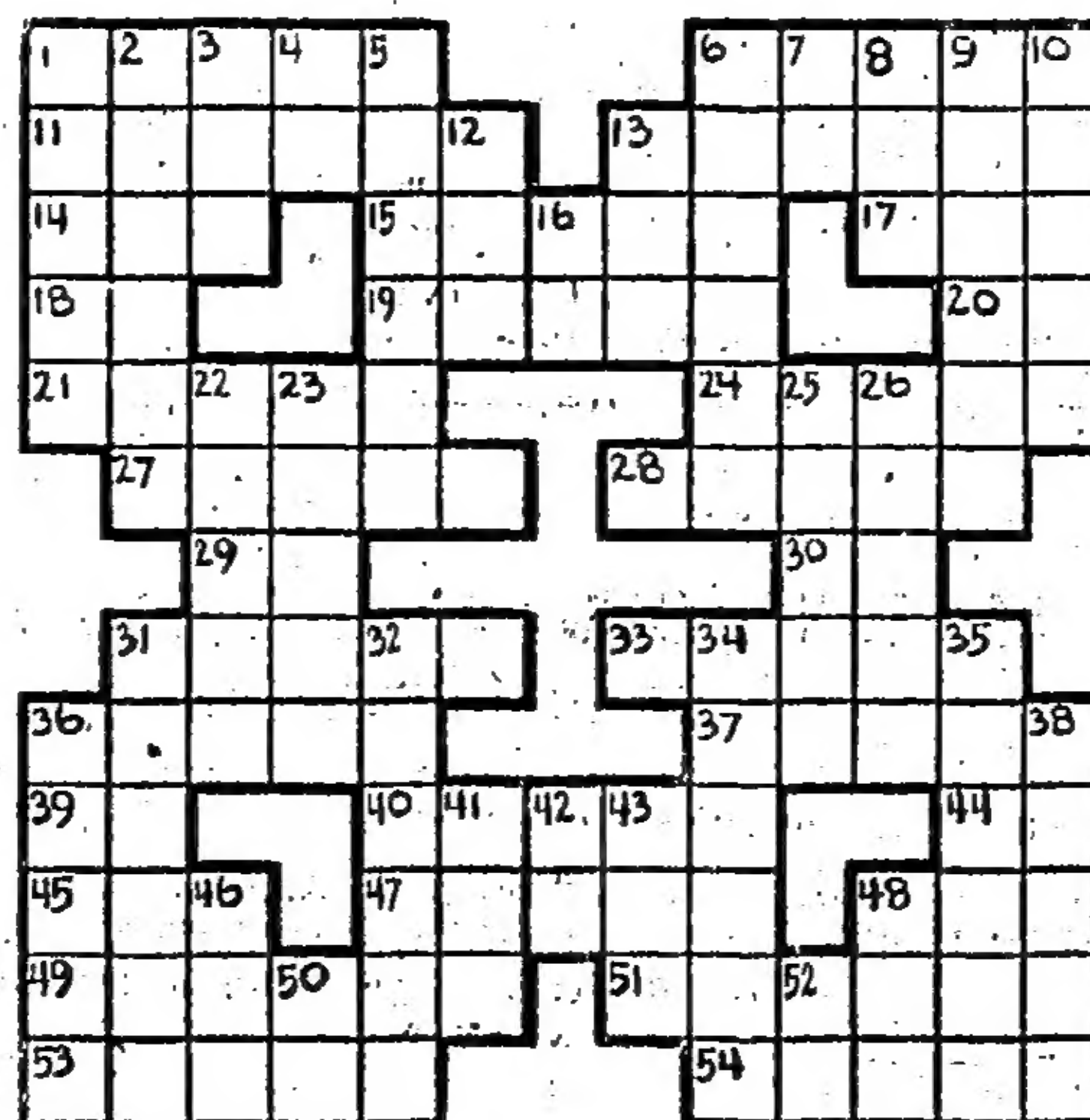
Date	Low Water	High Water
Dec. 17	11.0	1.0
Dec. 18	10.5	1.5
Dec. 19	10.0	2.0
Dec. 20	9.5	2.5
Dec. 21	9.0	3.0
Dec. 22	8.5	3.5
Dec. 23	8.0	4.0

YESTERDAY'S SOLUTION.

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-A loud brazen sound	15-A thoroughfare (abbr.)	13-The whole (abbr.)
6-Scrutinize	47-Large artery (abbr.)	16-Point of compass (abbr.)
11-Cautious reporter	48-Point of compass (abbr.)	22-An island on the Gulf of Riga, Estonia
12-Achieve	49-English nobleman on the continent	23-Native of Africa
14-Unit	51-Roofed with slates	24-Cavity in the skull containing the eye
15-Passageway in a church	53-Bismarck	28-A climbing plant of the bean family
17-A beverage	54-Broken	31-Pertaining to slaves
18-Near		32-Oil extracted from rose leaves (pl.)
19-Charm		34-Amounts to
20-The (fr.)		35-Name of two U. S. Presidents
21-One of the minor planets		36-Long grass stems
24-Devoted friend		37-Army Ordnance Department (abbr.)
27-Manufacturing city of England		40-Credit (abbr.)
28-Heeded		41-Name of two U. S. Presidents
29-Specific gravity (abbr.)		42-Highest note of Guido's scale
30-Bought (abbr.)		43-Greek letter
31-A harum		44-Conjunction
32-Care		45-April (abbr.)
33-Apparent		
34-The opposite one		
35-Supplies account (abbr.)		
36-Implies		
37-Electrical Engineer (abbr.)		

The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.



MIDNIGHT, FRIDAY, DECEMBER 18.

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Emp. of Japan	Jan. 2	Jan. 5	Jan. 7	Jan. 9	Jan. 11	Jan. 13	Jan. 17
Emp. of Asia	Feb. 5	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 15	Feb. 22
Emp. of Canada	Feb. 20	Feb. 23	Feb. 24	Feb. 26	Feb. 28	Mar. 2	Mar. 6
Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 14	Mar. 21
Emp. of Japan	Mar. 15	Mar. 18	Mar. 19	Mar. 21	Mar. 23	Mar. 25	Mar. 28
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 4	Apr. 11
Emp. of Canada	Apr. 8	Apr. 12	Apr. 13	Apr. 15	Apr. 17	Apr. 19	Apr. 27
Emp. of Russia	Apr. 22	Apr. 25	Apr. 26	Apr. 28	Apr. 30	May 2	May 9
Emp. of Japan	May 7	May 10	May 11	May 13	May 15	May 17	May 25
Emp. of Asia	May 20	May 23	May 24	May 26	May 28	May 30	June 4
Emp. of Canada	June 4	June 7	June 8	June 10	June 12	June 14	June 22
Emp. of Russia	June 17	June 20	June 21	June 23	June 25	June 27	July 4

HOLIDAY SUGGESTION.

Empress of Japan

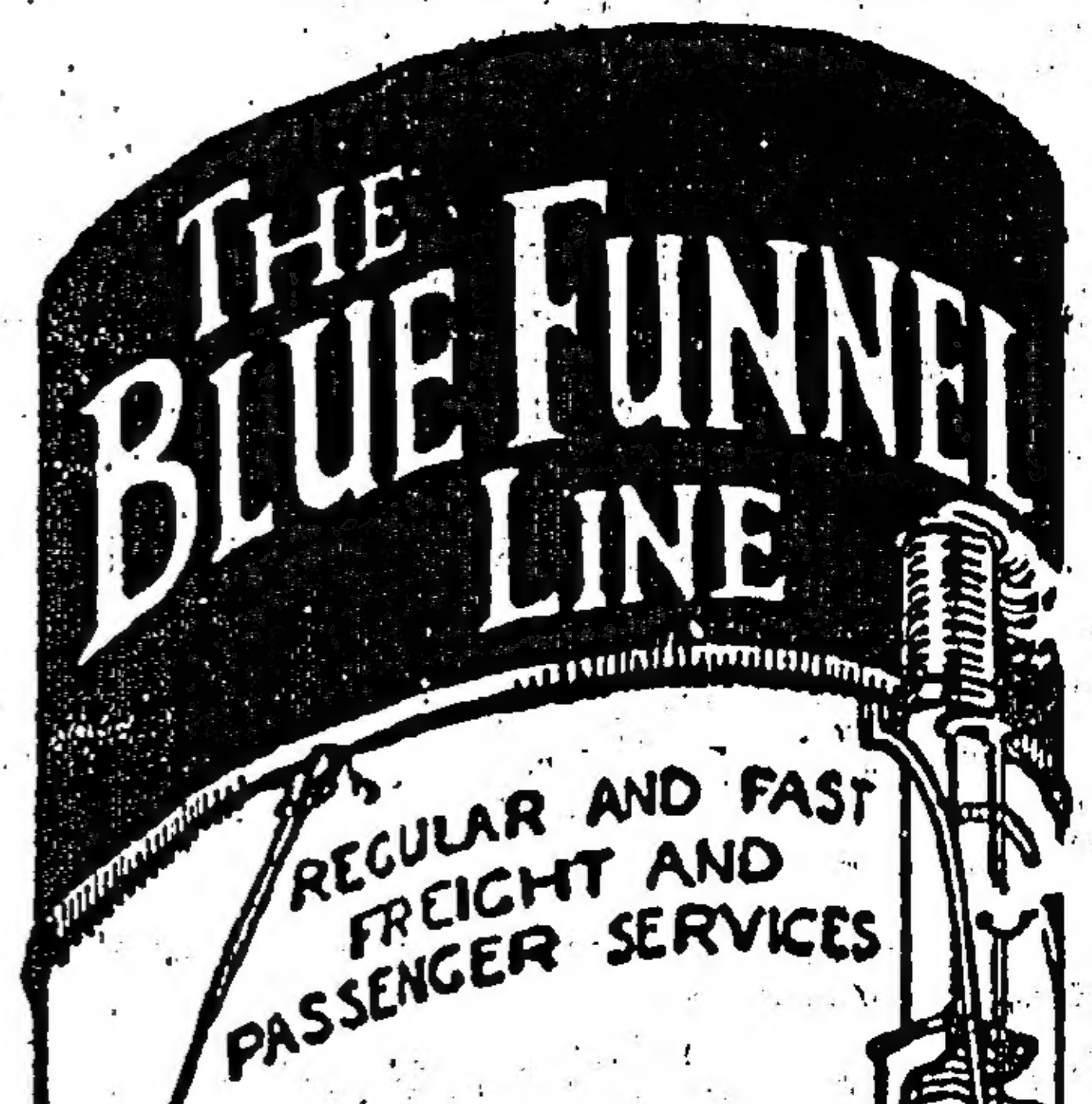
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Arrives Manila December 28
Leaves Manila December 28
Arrives Hong Kong December 30

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"AGAPENOR" 10th Jan. For Port Said, Genoa, Havre & Liverpool
"ANTILLOHUS" 20th Jan. For Port Said, Liverpool, Havre & Glasgow

NEW YORK SERVICE.

"BHEXOR" 11th Jan. For Boston, New York & Baltimore
via Philadelphia, Port of Spain, Southampton and Singapore

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(via KOBE & YOKOHAMA.)
"IXION" 10th Dec. For Victoria, Vancouver and Seattle
"TYNDAREUS" 16th Jan. For Victoria, Vancouver and Seattle

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"DIOMED" Due 27th Dec. For Marseilles, Genoa and Yokohama
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LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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SUWA MARU Saturday, 26th December.

FUSHIMI MARU Saturday, 9th January.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU Saturday, 26th December.

KAMO MARU Saturday, 23rd January.

KOMBAI via Singapore, Penang, & Colombo.

HANKOW MARU Sunday, 26th December.

TOKIWA MARU Sunday, 27th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU Tuesday, 22nd December.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa

& Marseilles.

DAKAR MARU Saturday, 19th December.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU Tuesday, 28th December.

HAKODATE MARU Wednesday, 6th January.

SHANGHAI, KOBE & YOKOHAMA

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& BUENOS AIRES via			
Salmon, Singapore, Colombo,			
Durban & Capetown.			
MONBASA, ZANZIBAR,	Africa Maru	Tues.	5th Jan.
JARER-SALAM, BEIRA,			
LOURENCO MARQUES,			
DURBAN, PORT ELIZABETH			
& CAPETOWN			
THENCE TO RIO DE			
JANEIRO, SANTOS &			
BUENOS AIRES via Singapore			
& Colombo			
BRISBANE, SYDNEY, MEL-	Brisbane Maru	Tues.	5th Jan.
BOURNE, AUCKLAND &			
WELLINGTON via Manila			
JAPAN PORTS (Frequent	Himalaya Maru	Mon.	21st Dec.
Services).			
LONDON, HAMBURG, ROT-	Paris Maru	Fri.	8th Jan.
TERDAM & ANTWERP			
via Singapore, Colombo,			
Suez & Port Said.			
NEW YORK via Japan ports,	Kinal Maru	Mon.	4th Jan.
Los Angeles & Panama.			
Call Direct at Boston,			
Philadelphia & Baltimore.			
BOMBAY & KARACHI via	Havre Maru	Tues.	20th Dec.
Singapore, Belawan Dell &			
Colombo			
CAITITTA via Singapore,	Shinoh Maru (not	Mon.	21st Dec.
Belawan Dell, Penang &	calling Karachi and		
Rangoon	Belawan Dell)		
HAIPHONG via Hobei	Burma Maru (not	Thurs.	17th Dec.
KEELING via Swatow	calling Belawan		
Amoy (8 p.m. every Sun-	Menado Maru	Thurs.	24th Dec.
day)	Hozan Maru	Sun.	27th Dec.
JAPAN PORTS via Takao &	Canton Maru	Sun.	20th Dec.
Keelung			
TAKAO via Swatow & Amoy	Canada Maru	Fri.	8th Jan.
(Fortnightly).			
For further particulars please apply to:	Deli Maru	Thurs.	31st Dec.

OSAKA SHOSEN KAISHA

Telephone 28871.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
↑CORFU	15,000	19th Dec.	Marseilles & London.
↑SOMALI	8,800	26th Dec.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
↑MIRAPORE	5,700	4th Jan.	Straits, Colombo & Bombay.
↑KARNATA	9,000	16th Jan.	Marseilles, L'don, R'dam & A'werp.
CHITRAL	15,000	30th Jan.	Bombay, Marseilles & London.
↑KASHMIR	9,000	13th Feb.	Marseilles, L'don, R'dam & A'werp.
↑VALERA	10,000	27th Feb.	Bombay, Marseilles & London.
↑SOUDAN	8,800	5th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	28th Mar.	Bombay, Marseilles, London, Havre, Hamburg, Rotterdam & Antwerp.
↑BURDWAN	8,800	2nd Apr.	Marseilles & London.
CORFU	15,000	9th Apr.	Bombay, Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
↑KARNATA	9,000	7th May	Bombay, Marseilles & London.
CHITRAL	15,000	21st May	Bombay, Marseilles & London.
↑KASHMIR	9,000	4th June	Bombay, Marseilles & London.
↑VALERA	10,000	18th June	Bombay, Marseilles & London.
↑KASHMIR	9,000	2nd July	Bombay, Marseilles & London.
↑KASHMIR	9,000	16th July	Bombay, Marseilles & London.
↑KASHMIR	9,000	30th July	Bombay, Marseilles & London.
↑KASHMIR	9,000	13th Aug.	Bombay, Marseilles & London.
↑KASHMIR	9,000	27th Aug.	Bombay, Marseilles & London.
↑KASHMIR	9,000	10th Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Rhedral Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TIRAWA	10,000	26th Dec.	
SANTHIA	8,000	7th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Jan.	
TALMA	7,000	5th Feb.	

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2nd Jan.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	30th Jan.	& Melbourne.
TANDA	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SANTHIA	8,000	18th Dec.	Amoy, Shanghai, Kobe & Osaka.
KARNATA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	1st Jan.	Amoy, Shanghai, Kobe & Osaka.
NELLORE	7,000	4th Jan.	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	9th Jan.	Shanghai, Kobe & Yokohama.
TAKADA	9,000	16th Jan.	Amoy, Moji, Kobe & Yokohama.
KASHMIR	9,000	16th Jan.	Shanghai, Kobe & Yokohama.
↑SOUDAN	10,000	23rd Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	30th Jan.	Shanghai, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
↑BURDWAN	8,800	21st Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	28th Feb.	Shanghai, Kobe & Yokohama.
CORFU	15,000	11th Mar.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
↑SOMALI	8,800	6th Apr.	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	21st Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	28th Apr.	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	5th May	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	12th May	Shanghai, Moji, Kobe & Yokohama.
↑KARNATA	9,000	19th May	Shanghai, Moji, Kobe & Yokohama.
↑KARNATA	9,000	26th May	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	2nd June	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	9th June	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	16th June	Shanghai, Kobe & Yokohama.
↑KARNATA	9,000	23rd June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Pinks Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Passes measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc. apply to—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C. Hong Kong. Agents.

FEWER SAILING SHIPS.

Further Reduction in
Tonnage.

The annual report of the British
Sailing Ship Owners' Association
shows a reduction in tonnage for
the year of 33 ships and 4,361
net tons.

The returns published by the
Registrar-General of Shipping and
Seamen record that 82 sailing ships
of 9,373 gross tons were added to
the United Kingdom register dur-
ing the twelve months, July, 1930,
to June, 1931, including 36 new
vessels of 5,983 gross tons built
during 1930 and 1931. Of these 33
were built in the United Kingdom.

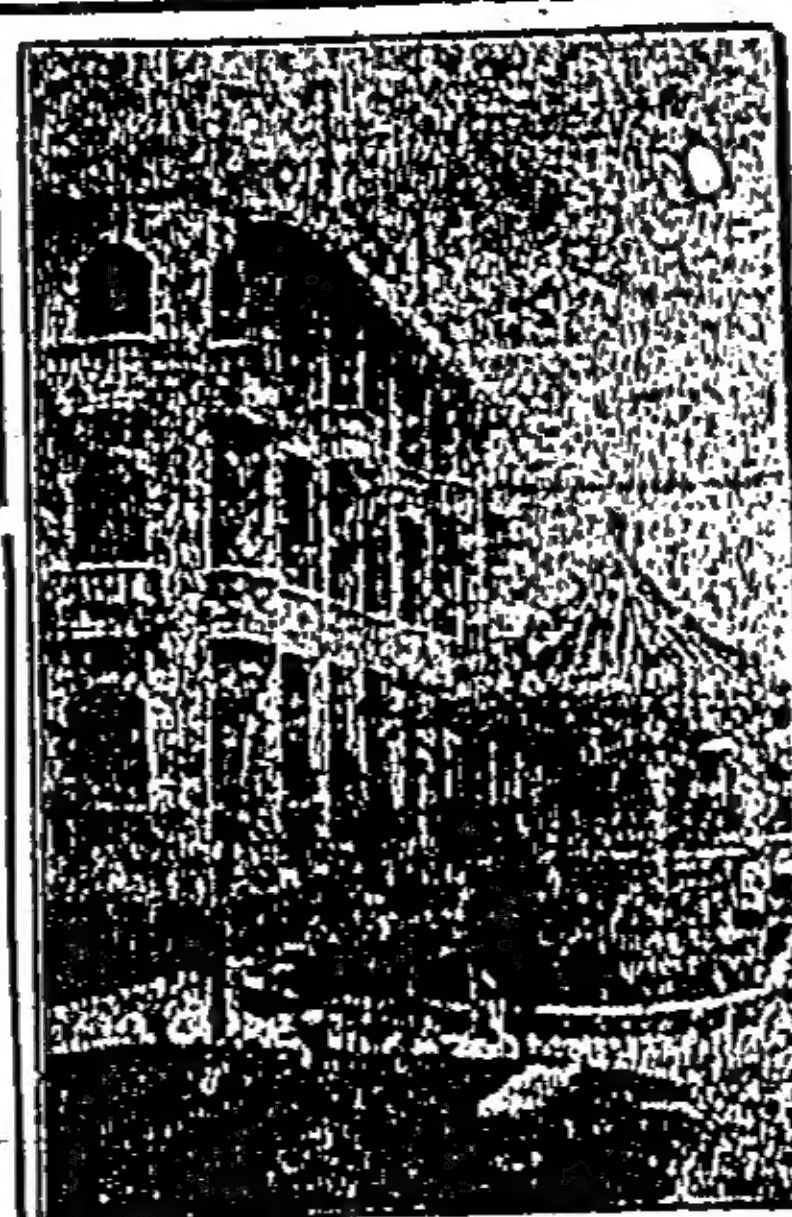
The number of sailing vessels
added to the register is, however,
more than offset by the number re-
moved from it, which consisted of
255 vessels of 22,950 gross tons, of
which 106 were broken up.

These figures do not reflect the
gradual change which is taking
place in the composition of the fleet
employed by members of the asso-
ciation in the coasting trade. Dur-
ing the last few years a large num-
ber of the vessels owned by mem-
bers have been fitted with auxiliary
power.

Such vessels have a quicker turn
round and can make more voyage
in the year than vessels which rely
solely on sails as their means of
propulsion, so that the reduction in
the total tonnage entered in the
association, the details of which are
given in the next paragraph, may
very well go hand in hand with an
increase in its carrying power.

Lloyd's Register (in which only
vessels of 100 gross tons and over
are recorded) shows that on June
30, 1931, there were in the United
Kingdom 75 vessels of 10,024 gross
tons fitted with auxiliary power. All
except one of these were fitted with
motor engines.

The Registrar-General in his re-
turns includes sailing ships fitted
with auxiliary motors under the
heading of motor ships, and accord-
ing to these returns there are now
on the United Kingdom Register
348 motor ships of between 50 and
100 gross tons, and 245 of 100 to
300 gross tons. Many of these
form part of the tonnage entered in
the association.



CLAREMONT PRIVATE HOTEL

Austin Road, Kowloon.
(Facing the Kowloon Cricket
Club. Four minutes from ferry
by bus.)

Suites of rooms (single and
double), hot and cold water
system, all modern sanitation,
private bathrooms attached.

EXCLUSIVE TABLE

entirely under European
management.
Hotel has a splendid aspect in
one of the finest locations in
Kowloon, away from noise, yet
easily accessible.

Terms very moderate. Reserva-
tions by letter or cable.

CLAREMONT

Tel.: 57889 & 57885 (Private).
Telegraphic Ad.: "Pera" H.K.
Our motto is "SERVICE."

BRITAIN'S LARGEST MOTOR-SHIP

Recently Launched At
Belfast.

The White Star Liner Georgic,
which was launched at Belfast last
month, is the second and largest
motor-ship in the White Star fleet,
being a sister to the Britannic and
a trifle larger. She is 680ft. long
and has a tonnage of 27,500. Her
maiden voyage will take place next
June on the New York-Liverpool
service. The ship has many novel
features including a silent service
by means of which stewards will be
summoned by coloured lights operat-
ing from within each cabin which
will thus do away with the dis-
cordant noise of electric bells. The
cabin class smoking room is panelled
in horizontal slabs of lacquer work
in black and vermillion.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS. BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-pei, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.

Hong Kong, April 1, 1924.

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HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 28020.
KOWLOON DOCK 58053.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND
ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS,
FORGE MASTERS, WELDERS AND ELECTRICIANS.

On Lloyds

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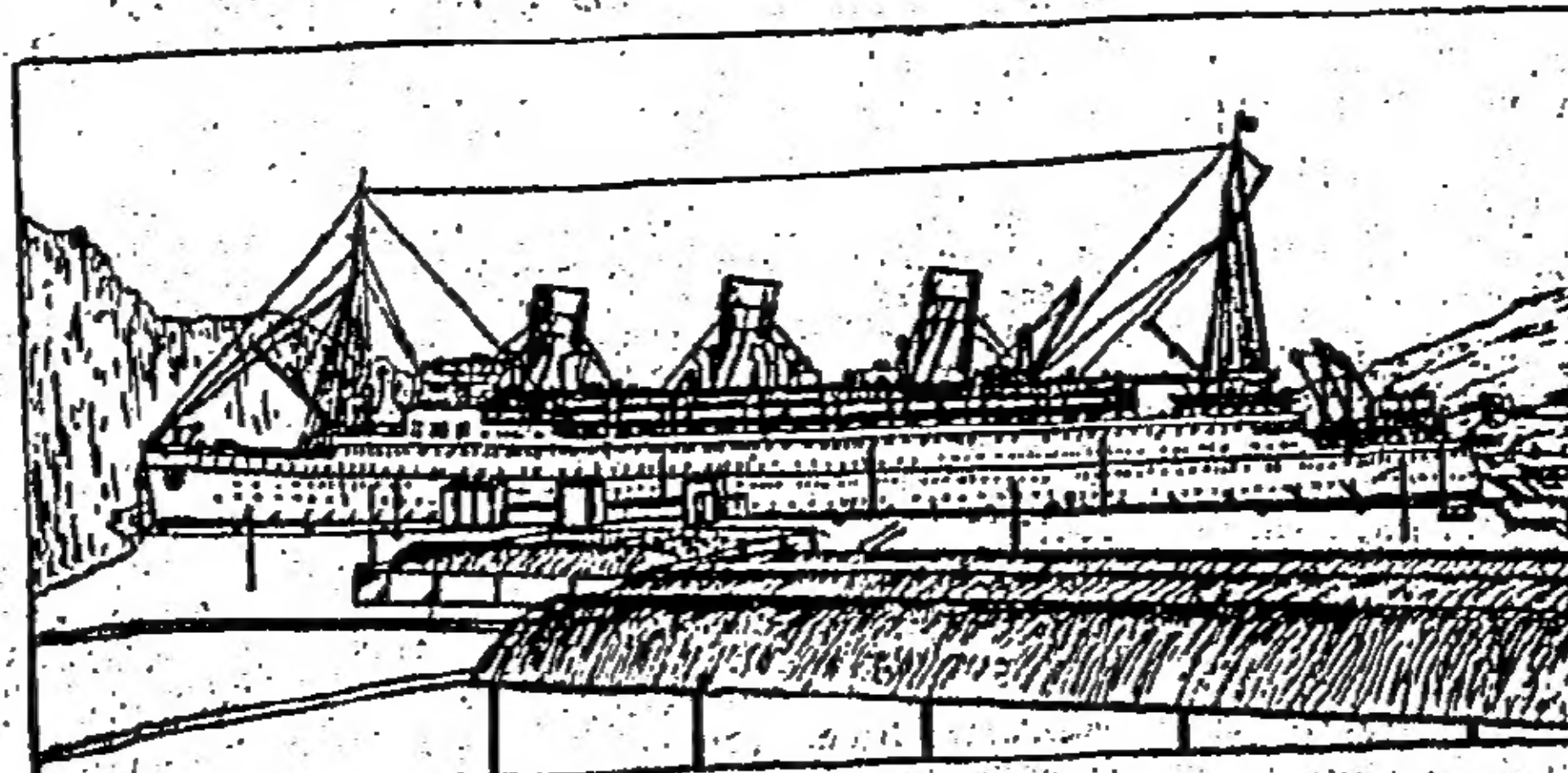
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Steel

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turers.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions: 465'0" O.A. x 85'0" x 45'0" Mtd. 23,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 85'0" x 45'0" over all. H.W. O.S.T.

Salvage Tug "Henry Kewick" 2,000 L.H.P. Wireless/Cable Signal V.P.R.T. and Flag

Cable Signal T.E.L.Q.B. (Sberlegs capable of lifting 50 tons)

Codes Used: A.I. A.B.C. Fifth Edition; Engineering, First and Second Editions.

Western Union. Bentley and Walker.

Kindly send enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer:

"CRACOVIA"

From TRIESTE, VENICE, BRINDISI,
PORT SAID, ADEN, BOMBAY,
COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 21st inst. will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 30th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st inst. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

In the case of dutiable goods, Con-
signees are requested to inform The
Imports & Exports Office that they
have such goods for examination.

No Fire Insurance has been effect-
ed.

Bill of Lading will be countersign-
ed by

DODWELL & CO. LTD.

Agents.

Hong Kong, 15th December, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Motor Vessel,

"HILDA"

From TRIESTE, VENICE, BRINDISI,
PORT SAID, MASSAUA, ADEN,
KARACHI, BOMBAY, COLOMBO,
PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
20th inst. will be subject to rent.

All claims against the vessel must
be presented to the undersigned on or
before the 29th inst. or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
19th inst. at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

In the case of dutiable goods, Con-
signees are requested to inform The
Imports & Exports Office that they
have such goods for examination.

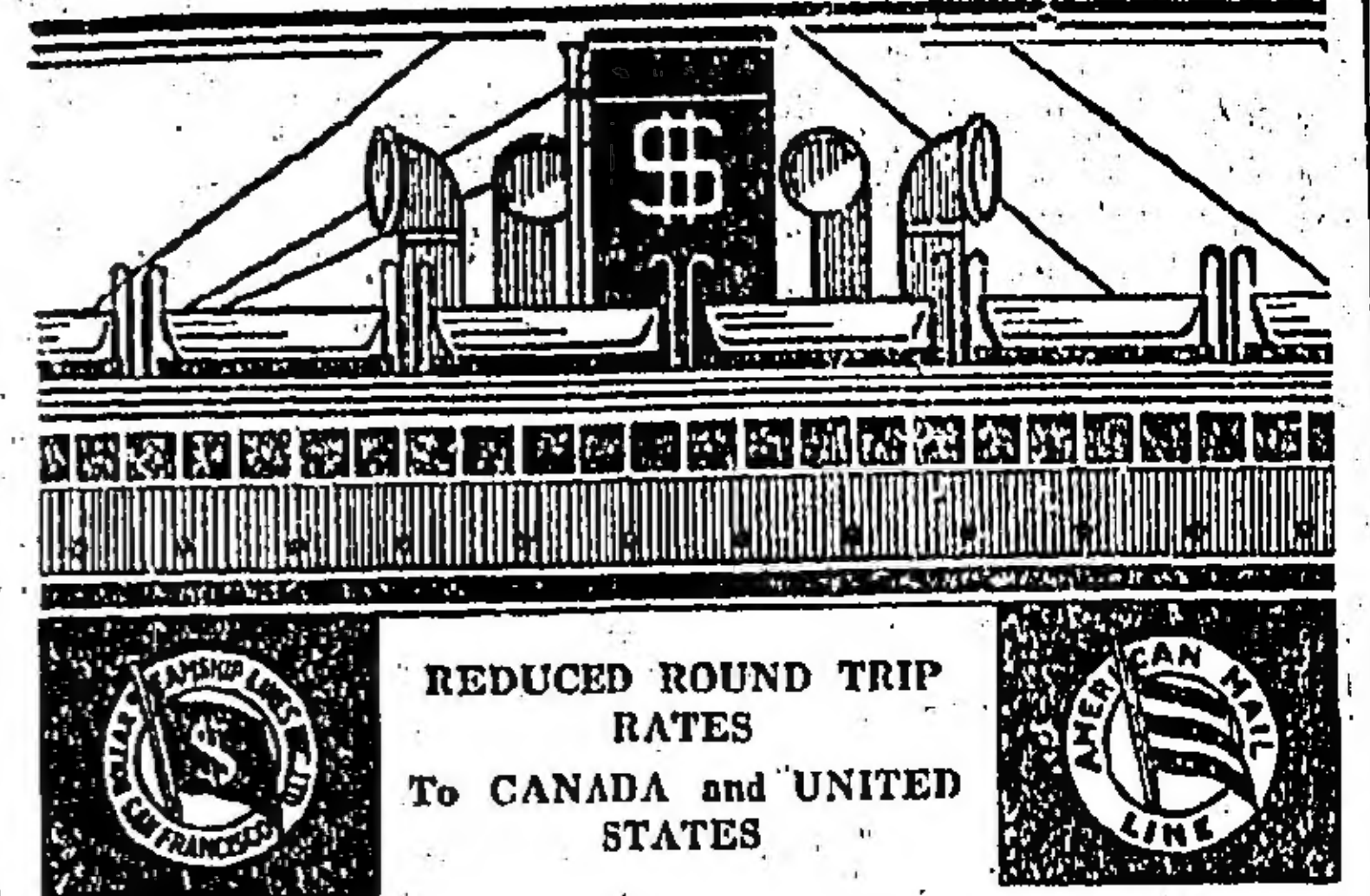
No Fire Insurance has been effect-
ed.

Bill of Lading will be countersign-
ed by

DODWELL & CO. LTD.

Agents.

Hong Kong, 14th December, 1931.



ALL YEAR ROUND TRIP TICKETS — Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle (U.S.A.)

San Francisco.

Los Angeles.

and return — First Class G\$656.25.
Time Limit. — One Year.

SUMMER ROUND TRIP TICKETS — Hong Kong to Victoria (CANADA).

Vancouver (CANADA).

Seattle, (U.S.A.)

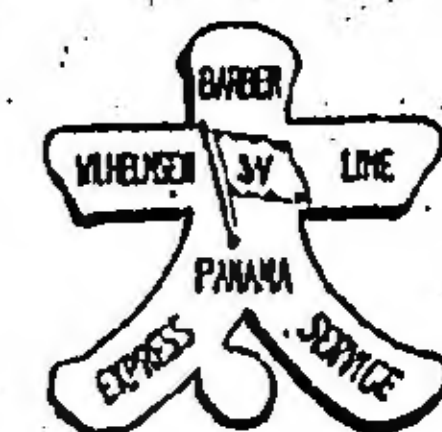
San Francisco.

Los Angeles.

and return — First Class G\$527.00
Special Class . . . G\$297.00

Summer Round Trip tickets will be on sale during the months
of June, July and August, 1932. Return limit December 31.
SPECIAL CLASS cabins are available on all "President
Liners" to Seattle at fortnightly intervals, and on our splen-
did new "PRESIDENT HOOVER" and "PRESIDENT
COOLIDGE" to Honolulu, San Francisco, Los Angeles,
Panama Canal, thence to New York.
We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



BARBER WILHELMSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING

M.V. "TAI PING"

on DECEMBER 17th.

for

SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BRITISH WUCHOW LINE

SAILING DATES FOR DEC. 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer.	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	THURS. 17th	SAT. 19th	SUN. 20th	MON. 21st
TAI MING	SUN. 20th	TUES. 22nd	WED. 23rd	THURS. 24th
TAI HING	TUES. 22nd	THURS. 24th	FRI. 25th	SAT. 26th
TAI MING	FRI. 25th	SUN. 27th	MON. 28th	TUES. 29th
TAI HING	MON. 29th	WED. 31st	THURS. 1st	FRI. 2nd
TAI MING	WED. 31st	FRI. 1st	SAT. 2nd	SUN. 3rd

Regular Service of Fast, High Class River Steamers having good

Accommodation for First Class Passengers. Electric Light and

Fans in State-rooms and Saloon. The "Tai Hing" is fit-

ted with Wireless.

Ports of Call—Samah, Shunghing, Takshing & Doshing.

Fares Return (not including meals) \$20.00.

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information, apply to—

29, Connaught Road, West. SANG WO Co., Ltd.

Phone 20892.

THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

NOW ON VIEW AT
7, CHATER ROAD (KING'S BLDG.), KOWLOON. TEL. 21450.
ARCADE PENINSULA HOTEL, KOWLOON. TEL. 58981.

China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, DECEMBER 17, 1931.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY

Asiatic Building. Tel. 20343. Queen's Road

CENTRAL

SEE THEATRE HEAR

SHOWING TO-DAY

at 2.30, 5.10, 7.15 & 9.20 p.m.

THE STRANGEST ROMANCE EVER FILMED!

The Black Heart of Equatorial Africa — the Belgian and
French Congo — the Duck-Billed Women — the Pygmies —
the Most Amazing Lion Fights Ever Screened!

SEE AND HEAR LIVING AFRICA!



DSC-UPPED "USANGI" WOMEN SHOWN IN "AFRICA" SPEAKS
A COLUMBIA PICTURE

NEXT CHANGE

WANTED for love!

\$500

DEAD

or

ALIVE!

For robbing
a girl of
her heart



"THE TEXAN"

GARY COOPER
FAY WRAY
A Paramount Picture

A TEXAS Sheriff wants him for murder — two women
want him for love. This stall-muscle, hard-riding caballero
of the badlands. Who wins?

See and hear Gary Cooper, famous as "The Virginian" in
another fascinating all out-door romance!

COMMENCING SATURDAY, Dec. 19.

Special Added Attraction!

The World Renowned Orchestra

DICK LEUTERIO

AND

HIS CAPITOLIANS

(THE PARAMOUNT PICTURES ORCHESTRA
OF NEW YORK)

Will play a Combination programme of Music at
all the Four Shows daily.

PRICES AS USUAL!

BOOK EARLY!

Telephone No. 25720.

SUMMARY OF THE DAY'S NEWS AND CABLES FOR THE BUSY MAN

The Prince and Travel.

The Prince of Wales, at the annual meeting of the Travel Association, yesterday, delivered a stirring address on Travel, with especial reference to travel in Great Britain and Ireland.

Burma Conference.

Apparently Lord Peel's recent statement has been misunderstood, for certain delegates since it was made have abstained from the discussions. However, Lords Peel and Lothian gave explanations yesterday, which, apparently, are regarded as satisfactory, and the "abstainers" are once again taking an active part in the deliberations.

Common Trade Policy.

The secretary to the Department of Overseas Trade, in the course of a speech at Sheffield, yesterday, referred to the approaching Ottawa Conference, and hoped a common trade policy for the Empire would evolve. With such a policy, world competition in exports could be faced with confidence.

British Stocks.

On the Stock Exchange yesterday, leading British Government stocks were generally one-eighth to three-eighths higher, with the sterling-dollar rate quoted a shade better, at 3.44.

Far East.

December 21 has been fixed for the convocation of the plenary session of the Central Executive and Central Control Committees in Nanking.

Mr. T. V. Soong and Mr. Tai Chiao are reported to have resigned from the special Foreign Relations Committee.

General Chang Hsueh-liang has resigned his post as Vice-Commander of the Chinese military and naval forces. He has been appointed Director of Peace Preservation in North China.

Japanese military authorities, it is understood, are not despatching additional troops to Manchuria, in view of the fact that preparations are being made to withdraw Chinese troops within the Great Wall.

The authorities of the Chinese Eastern Railway are said to have approached the South Manchuria Railway with an offer to sell to the latter the southern section (Harbin to Changchun) of the C.E.R.

Another British Gesture.

The Daily Herald says the Cabinet is considering suspending the whole naval building programme, excepting submarines, in order to give another lead to the Powers. It will only be a temporary measure, if it is decided upon, and may be revoked if the Disarmament Conference is not successful.

Kingsford-Smith.

After many vicissitudes Air Commander Kingsford-Smith safely arrived at Croydon, yesterday, with the Australian Christmas Mails. He was accorded a great welcome.

Manchurian Commission.

The personnel of the League's Commission of Inquiry is likely to be published in a day or two.

Crushed by A Log.

Three Workmen, of the Green Island Cement Works, yesterday, were injured when a log of wood, which they were sawing at, rolled from its supports and crushed them.

Who Dropped those Bricks?

A Chinese shop cooie was injured on the head in Pottinger

GENERALLY CLOUDY.

The Royal Observatory's report issued this morning states:

The anti-cyclone has weakened. It is central near Shanghai, moving East.

Forecast: — N. E. winds, fresh; generally cloudy.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day — nil. Total since January 1, 79.98 inches against an average of 82.53 inches — deficit 2.55 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	56
Macao	54
Pratas Island	74
Foochow	54
Chefoo	28
Shanghai	25
Amoy	52
Manila	70

Street, yesterday, when some bricks fell on his head from a building.

Getting Rid of Smoke.

A process for low temperature carbonisation of coal—Salerni System—is to be developed. It is claimed it will rid Britain of smoke, create a home supply of oil and motor fuels, and restore the mining industry to prosperity.

Mr. Winston Churchill.

Is making favourable progress and now suffers much less pain.

Premier.

Mr. MacDonald leaves London to-day for Lissieux, where he will spend Xmas.

Congratulations.

The U. S. Government has congratulated M. Briand on the success of the League Council's Session respecting the Manchurian dispute.

U.S. Trade Figures.

For the eleven month of this year, exports and imports show a decided shrinkage. The balance of trade, however, is yet considerably in the U.S.'s favour.

U.S. Gold.

Stocks actually increased in the period January to November 1931. The surplus of imports over exports being \$88,000,000.

Films and Education.

An interesting report on films and "talkies" as aids to education has just been published. Its conclusions are worth reading in detail on page 1.

G. B. and Slam 'Phone Service.

From to-day it will be possible to hold telephonic communication between the two countries.

New 'Buses for London.

A fleet of 250 mammoth omnibuses is to be put on London streets next year.

Another Anti-Dumping Order.

Is expected to be issued to-night, and may include a duty on foreign cottongoods.

Trooper's Ambition to Fly.

Trooper Hale, age 19, was bound over, yesterday, for flying an aeroplane left untended. He said a feeling to go for a joy-ride came over him, as he flew.

Railway Rates.

In order to compete with road and water transport, the railways have been granted permission by the Railway Rates Tribunal in London to charge less than the standard rate for certain kinds of merchandise and passenger traffic, in various parts of the country.

STOLEN RADIUM.

A small quantity of radium valued at £10,000 has been stolen from a Barcelona hospital. It is feared that the thief will endeavour to sell it abroad.

A "Terrorist" Jailed.

Chan Pan, described as a "Terrorist," was to-day sentenced to three months' imprisonment on each of 2 charges, (1) forcibly obtaining money from Li Kwok-hing and (2) using criminal intimidation to secure the money.

Reparations Conference.

A representative of the British Treasury leaves to-day for Paris to confer with French Treasury officials concerning the proposed International Reparations Conference.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY, TO SATURDAY
A 5.10 & 9.20

TWO SHOWS DAILY ONLY!



NEXT CHANGE

THE FILM OF THE WEEK!

The latest **BRITISH SUCCESS!!**

Some of the Enthusiastic Press Comments!

Daily Mirror—A surprisingly good picture.
Sunday Express—"The Ghost Train" is expertly done.
Daily Sketch—It is a boon and blessing to bored cinema-goers.
Evening News—An excellent comedy thriller.
Daily Express—Positively good entertainment.



AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30, 5.20, 7.20 & 9.20.



with IRENE RICH — H. B. WARNER.



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Torture you — take

RESIVAL



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